

Navy News

JUNE 1980 10p

**Three Degrees
in the sun!**

CHECK-UP ON 'DUTY FREES'

Although the Navy's demand for Blue Liners has plunged in recent years — in some instances dramatically — gasps of anguish could well go up at any suggestion that "cut price" smokes should vanish entirely into thin air.

One possibility for the future, however, might be a reduction in tar content, which varies with the tobacco type.

Often complaints are now voiced by non-smokers about those who indulge in the habit in the confined spaces of ships and in parts of shore establishments too. Yet the Blue Liner remains a valued part of existence for many. And thereby lies a smoke-strewn problem.

In addition to Blue Liners,

overseas travel also provides the chance of proprietary brand "duty frees."

As attitudes to smoking and official policy on it come into focus once again, it was stated in a Commons written reply in May by the Navy Minister (Mr. Keith Speed): "Providing duty-free tobacco is a long-standing element in naval conditions of service."

He also said: "The possibility that it might have an effect on health in the Royal Navy is being taken into account as we review policy towards smoking."

In reply to another question — there were four in all — Mr. Speed said 131 million duty-free cigarettes were provided to the Navy in 1979.

Last autumn, Navy News reported that the demand for plain-type Blue Liners had fallen

by a massive two-thirds over the previous three years. Recorded, too, were other big reductions, including: Tipped cigarettes down by 33 per cent. over the period; pipe tobacco down 40 per cent. for 10z. tins and 30 per cent. for 20z.; and cigarette tobacco down 17 per cent.



Before taking part in the Mountbatten Memorial Trust gala show at the Theatre Royal, Drury Lane, the Three Degrees made a beautiful boarding party when they visited H.M.S. Belfast in the Thames. Among those there to greet them was LREG Brian Hodgson.

Guests who attended the royal gala, held on May 6, included Princess Alexandra.

About 200 members of the Royal Navy and WRNS from Naval Home Command and Naval Air Command took part in the event and were on stage for the finale, which included Evening Hymn and Sunset. Taking part too was the R.M. Band of the School of Music, Deal.

The naval contingent received its preparation in H.M.S. Excellent. Picture: PO(Phot) Jack Dewis

Harrier lands on Invincible

A Sea Harrier landed on H.M.S. Invincible for the first time on May 22 as the new carrier conducted acceptance trials of her aviation facilities.

The aircraft, of 800 Naval Air Squadron, Yeovilton, and piloted by Lieut.-Cdr. Robin Kent, left the ship by vertical take-off. The Invincible's ski ramp will not be used until first-of-class trials in the autumn.

The Invincible had left the sunshine of Portsmouth three days earlier — looking for bad weather. She was chasing natural winds of around Force 6 so that her installed wind direction system and measuring device could be calibrated.

● The Invincible, already a big favourite at Barrow - in - Furness, where she was built, and in Portsmouth, her home port, now has a link with the North-East. She has been adopted by the City of Durham.

Inside Invincible — Pages 24 and 25; Inside the Sea Harrier and 800 Squadron "re-born" — Page 37.



Picture: Mel Grundy, Chester

Centre delay saddens families

Another move in the seven-year saga to provide a community centre for the large naval population at Eastney came when a petition was presented containing the signatures of nearly 400 quarters resident there. Recognizing the need for a centre in this area of Portsmouth, the Navy has strongly backed a series of plans, but so far all have foundered.

Eighteen months ago the R.N. and R.M. families there were told that the situation looked "decidedly promising." Since then, no building work has started.

The petition, handed in to the Commodore, H.M.S. Nelson, and being passed on to the staff of CINCNVHOME, read: "We, the undersigned residents of the married quarters estate, Eastney, are concerned with the sad lack of progress in the provision of the community centre promised to us in the Navy News of January, 1979, and various news letters we have received."

In that edition of Navy News we

reported that it was hoped a centre would be established in 1979 in an old R.M. weapons training school (known as Radex House). Part of the current problem is that the Coastguard, which was planning to convert a section of the building into a new station, is now apparently facing cash problems.

The Eastney project, dating from 1973, and now, it seems, hanging in the balance, has a history which reads like this:

First proposals failed because the Eastney quarters were fewer than four miles from a city. Later, when the rules were changed, Plymouth was given priority for the limited cash available.

(Continued in Back Page)

CHIMP-CHOMP!

Gemma the chimp takes a fancy to H.M.S. Broadsword's crest during a presentation ceremony at Chester Zoo. From left to right are Dr. M. R. Brambell, zoo director; Mrs. P. A. Wait, Gemma's foster mother; CPO Trevor Burley; CPO Johnston; Capt. Tony Norman, Broadsword commanding officer; and Mr. P. A. Wait, the zoo's curator of mammals. Full story — Page 21.

Endurance's days of macaroni and jelly

Memories of macaroni and gelignite returned home with the ship's company of H.M.S. Endurance when she arrived in Portsmouth on May 9 at the end of another season in the Antarctic.

THE MACARONI was not the product of an over-zealous Italian cook, but the name of a breed of penguin prevalent in South Georgia and so named because of the yellow fronds, resembling pasta, which protrude from their heads.

The ship conducted a photographic survey of the birds to provide data on their breeding and distribution for an international study.

THE GELIGNITE, which had been rotting since 1963 in a disused whaling station in South Georgia, was blown up by the Endurance's Royal Marines detachment.

The ship's other major activity was a hydrographic survey of 80 square miles in the approaches to Marguerite Bay on the western coast of the Antarctic peninsula with the help of her 14-ton ice survey boat, James Caird.

Twice the ship was stuck in the ice on visits to the bay; on the first occasion she was "locked in" for two - and - a - half days.

Results of surveys conducted with the aid of the ship's two Wasp helicopters in the Falkland Islands

will help decide whether a ferry link is set up between the east and west islands.

The ship's homeward journey from the Falklands was delayed when the British Antarctic Survey ship Bransfield went aground off Rothera Point.

The Endurance sailed south once more ready to render assistance, but in the event the damage suffered by the Bransfield did not affect her overall seaworthiness. After leading the Bransfield through the new ice forming over Marguerite Bay and helping to speed the final loading of returning cargo, the Endurance escorted the damaged ship to Port Stanley across the potentially stormy waters of Drake Passage, south of Cape Horn.

On her delayed passage home, the Endurance called for short visits at Montevideo and Las Palmas. When she arrived in Portsmouth she had covered a total of 31,118 miles and spent 3,329 hours at sea since leaving the United Kingdom in October.

The wives of five members of the Endurance company gave birth while their husbands were away.

Lieut.-Cdr. Allan Wood, LS Spike Hughes, RS Chris Rogers, LMEM(E) Michael Saunders and Lieut. Les Snaith (now the proud father of twins) all saw their children for the first time when the ship arrived home.

● Picture — Page 10.

Newcastle — a star in Belize

H.M.S. Newcastle found herself taking the starring role in a film during her deployment as Belize guardship. The Type 42, which returned to Portsmouth on May 23 after a two-month spell in the West Indies, took part in a Navy recruiting film due for release in September.

To help in the filming, the ship put to sea for two days of a visit to Belize, and "Wee Georgie," the ship's Lynx helicopter, made several sorties with the camera crew on board.

An R.A.F. Puma made an unusual entrance by appearing to land on the flight deck. The Puma, a heavier aircraft than the ship is normally able to handle, placed its wheels on the deck without bringing its full weight to bear.

Springtrain

The Newcastle had sailed from Portsmouth on March 21 to join H.M. ships Kent and Birmingham and R.F.A.s Lyness, Fort Austin, Tidespring and Olna for Exercise Springtrain. All the ship's weapon systems were used including the Sea Dart anti-aircraft missiles, several of which were fired at targets.

Following a rough crossing of the Atlantic she entered Hamilton, Bermuda with the tanker R.F.A. Black Rover which remained in company throughout the deployment.

Jungle exped.

A spell of recreation followed H.M.S. Rhyl's handing over of the task of guardship: sailors from the Newcastle took part in the traditional Easter kite-flying event and watched an international invitation rugby match in which several British Lions took part.

After a visit to Fort Lauderdale the destroyer put into Belize where sporting fix-

tures were organised with the Army and a group of 12 volunteers took part in an Army-supervised, two-day expedition in the jungle. Many ratings spent a day on the offshore island of St George's Cay where the Army provide sailing, sub-aqua, canoeing and swimming facilities.

The Newcastle was given a warm welcome during a five-day visit to Vera Cruz, Mexico, where bus trips to Mexico City included a cocktail party in a luxury hotel, a visit to a 3,000-year-old Indian city and a bullfight.

Several members of the Marine Engineering Branch, led by Cdr. Tony Baller, rejoined the ship at Vera Cruz after setting out from Belize for a 1,800-mile expedition which took in major archaeological sites.

TV gift

The ship's final days of the deployment were taken up by a visit to the Grand Cayman Island and a fuel stop at Roosevelt Roads before gunfire support shoots at the U.S. naval range at Vieques.

During the deployment the ship's company raised more than £350 for a colour television for the children's ward of Newcastle City Hospital. The events, including a "horse race" on the flight deck, were organised by POMA John Blackburne.



... and this is just bearable!

There are times when even the Mounties have to grin and bear it — particularly when the "grizzly" is 6ft. and nursing a sore head. Both arrived home in H.M.S. Dolphin on board the submarine H.M.S. Odin at the end of a deployment to North America.

Instantly recognisable as the bear is the Odin's navigating officer, Lieut. Dick

Seekins, who couldn't see a thing dressed like that and got his headache from bumping into bits of submarine. In the Mountie's uniform is PO Peter Ross.

The Jolly Roger fluttering from the submarine's fin records the Odin's successes during a major war game off the coast of the United States.

During Exercise Safe Pass with the

The unusual photograph above was taken when H.M.S. Oberon, H.M.S. Orpheus and H.M.C.S. Okanagan lined up off the Isle of Wight. It happened when the trio was required to sail from H.M.S. Dolphin to Devonport on the same day.

The Oberon and the Orpheus are flying paying-off pennants to mark the end of their present commissions. In the centre is the Canadian submarine Okanagan. All three are Oberon-class, diesel-electric patrol submarines.

Canadian Armed Forces, the Odin "sank" more than 128,000 tons of shipping, and duly recorded the figures on a traditional pirate flag.

Her three-month deployment took her to the Azores; Puerto Rico; St Croix and St Thomas in the Virgin Islands; Portsmouth Naval Shipyard, New Hampshire; and Halifax, Nova Scotia.

Picture: Wren (Phot) Bowles

SWOP DRAFTS

These ratings are anxious to exchange drafts and anyone interested should contact the applicant direct.

LWEM(R) J. Shoulders, 3L Mess, H.M.S. Leander, U.H.F. maintainer. Leander due refit Sept. approx one year. Will swap for any Portsmouth shore base or ship in refit.

AP(OW) R. J. Lawson, POs Mess, H.M.S. Dryad, drafted H.M.S. Dido, Sept. Will swap for any Portsmouth ship.

MEM(M)1 K. O'Neill, Mess 15, H.M.S. Drake, drafted Chatham FMG mobile June. Will swap for any seagoing frigate or Type 42, preferably due U.S. deployment.

RO1(T) M. Cooper, 3D Mess, H.M.S. London. Will swap for any seagoing frigate or minesweeper.

POMEM(L) J. Hobson, Field Gun crew, H.M.S. Excellent, drafted H.M.S. Guernsey, Rosyth, Sept. Will swap for any Portsmouth ship.

RS D. L. Ellis, drafted H.M.S. Mercury (Ops Pool), Nov. Will swap for any frigate. Replies: The Merchant Navy Defence Training Centre, 130 Whitefield Road, Glasgow G51 2SA, telephone 041-472-2085.

STD Calver, 3E Mess, H.M.S. Apollo, due to deploy Sept. to Dec. Will swap for any Portsmouth or Chatham ship seagoing or in refit.

LSTD A. J. McCarton, 3EA Mess, H.M.S. Euryalus. Will swap for any seagoing or refit ship, Scotland.

LRO(G) H. Booth, 4D Mess, H.M.S. Hecate. Will swap for any Plymouth frigate or coastal survey ship Sept.

CPOCK R. S. Pember, 2M2 Mess, H.M.S. Intrepid, drafted H.M.S. Cochrane, Rosyth, Sept. over six months. Will swap for any shore base or ship Portsmouth area.

RO1(G) S. A. Kelly, drafted Portland Common May. Will swap for any Plymouth shore base or ship in long refit. RO1(T) may

apply. Contact LWren Kelly, Mountwise TRC or Portland Common.

ALMEM(L) Wasik, H.M.S. Wakeful (Faslane) until May, 1981. Will swap for any Southern base Chatham, Portsmouth or Plymouth or ship not deploying.

MEM(M)1 A. Bradbury (AMC), Glowworm G2-1, H.M.S. Sultan, drafted H.M.S. Bulwark, July. Will swap for any Portsmouth ship.

ALRO(T) E. J. Snaith, 3EA Mess, H.M.S. Leander, drafted CTF 345 (PV billet), Aug. Will swap for any Plymouth shore base or ship in long refit. RO1 billet acceptable.

SA G. Gunner (Scale B), cash clothing office H.M.S. Nelson, drafted H.M.S. Abdiel, Rosyth, Sept. 18 months MCM exercises. Will swap for any Chatham, Portsmouth, Devonport or Portland ship.

LCK Costello, Main Galley, H.M.S. Collingwood, drafted H.M.S. Plymouth (Rosyth) Nov. Will swap for any Portsmouth ship or shore base.

AB(MW) G. Carter, H.M.S. Wilton, drafted R.N.R. Solent, Southampton, June. Will swap for any Rosyth shore base, preferably H.M.S. Cochrane.

AB(R) Cairns, 3E Mess, H.M.S. Active, Devonport, due to deploy West Indies late 1980. Will swap for any Portsmouth ship in refit or shore base.

POCK V. H. Wright, H.M.S. Antrim, drafted H.M.S. Heron over six months. Will swap for any Portsmouth shore base.

AB(S) Marshall, H.M.S. Raleigh, drafted H.M.S. Benwick, June. Will swap for any Portsmouth ship or shore base.

POSTD A. Brown, 2F2 Mess, H.M.S. Intrepid, drafted H.M.S. Pembroke, Sept. Will swap for any Portsmouth shore base.

NAM(AE) K. Nurse, H.M.S. Sirius Flight,

drafted R.N. air station Portland, Sept. Will swap for any billet R.N. air station, Yeovilton.

LS(M) C. L. Gauntlett, 3 Echo Mess, H.M.S. Kent, drafted H.M.S. Battiscombe, Plymouth, Sept. Will swap for any Portsmouth or Chatham ship or shore base.

WEM(R) Large, H.M.S. Arethusa, refitting seven months Plymouth then home waters. Will swap for any Portsmouth ship. Replies c/o Raleigh Block, H.M.S. Drake.

WEM(M)1 Thomas, H.M.S. Egeria, Chatham, inshore survey. Will swap for any ship deploying Far East or U.S.A.

AB(M) J. Brennan, 3P FWD Mess, H.M.S. Londonderry, due to deploy U.S.A. Will swap for any Rosyth ship.

MEM(M)1 D. J. Norton (AMC), 3Q H.M.S. London, Portsmouth, home waters until next year. Will swap for any Devonport ship.

MEM(L)1 Parker, 6E Port Mess, H.M.S. Invincible, 2½ year draft. Will swap for any Rosyth minesweeper.

AB(M) Stevenson, 2E1 Mess, H.M.S. Intrepid, deploying Med., W. Indies and U.S.A. Will swap for any ship refitting anywhere except Faslane.

STD C. D. Calver, 3E Mess, H.M.S. Apollo, deploying Sept. for two months, home for Christmas leave. Will swap for any Portsmouth or Chatham ship seagoing, or refit.

LWEM(O) Courtnadge, 6D1 Mess, H.M.S. Invincible. Will swap for any ship — frigate or larger — deploying.

CMEM(M) A. J. Fisher (AMC JBD MTC), Barrack Master's Section, H.M.S. Excellent, drafted H.M.S. Tartar, Portsmouth, Sept. Will swap for any Type 42, deploying or not, or H.M.S. Bristol.

Prince Charles at Manadon divisions

On a visit to the Navy in the West Country on May 23, the Prince of Wales toured R.N. Engineering College Manadon and inspected ceremonial divisions on the occasion of the centenary year of the college.

Many Superb returns

During an extended period at sea in H.M.S. Superb, Cdr. Michael Boyce, CMEA John Woolford and LMA Neil Welland all celebrated their birthdays on the same day — April 2.

When the Superb returned to Devonport, Commander-in-Chief's commendations for bravery were awarded to MEMN1 Buck Rogers and MEM1 Paul Harrison for tackling a fire on board H.M.S. Superb last May.

Then he went on to Plymouth, where he officially opened the massive new submarine refit complex.

SUBMARINE MODEL

At Manadon he unveiled a commemorative stone, presented the Queen's Sword to Lieut. Paul Bishop and was himself the recipient of a bell cast in the college workshops.

To mark the opening of the submarine refit complex he unveiled a plaque and received a silver-plated model of a Swiftsure-class submarine. It had been made in the yard and cast in gunmetal.

Juno saves helo crew

H.M.S. Juno rescued the three-man crew of a U.S. Navy helicopter last week after it had ditched in the sea.

The Lance aircraft was from the frigate U.S.S. Vreeland, a member of the Naval On-Call Force Mediterranean, and was on a flight during exercises with the Standing Naval Force Atlantic.

The Juno, flagship of STANAVFORLANT, transferred two of the helicopter crew to hospital in La Spezia where they were being treated for injuries. The third man was unhurt and rejoined the Vreeland.

● H.M.S. Juno picture feature — Page 36.

A HEAD OF TIME

The shape of things to come...? Pamela Hensley in the space adventure "Buck Rogers in the 25th Century" distributed by CIC and currently on the Navy circuit. It is the story of a 20th Century astronaut transported 500 years hence where he finds himself involved in a confrontation between Earth and a fleet of alien invaders.

FILMS FOR THE FLEET

Electrifying adventure!

Adventure film fans will find rich pickings among this month's list of titles released by the Royal Naval Film Corporation. There's something for everyone: war, crime, science-fiction, a Western — and Robert Redford hits the bright lights as an electric horseman.

The full list is:

Game for Vultures (X) — Richard Harris, Richard Roundtree, Jean Collins. Harris, last seen fleeing from a fate worse than death in "The Wild Geese" set in Central Africa, reappears for another bloodbath in the Dark Continent. This time its guerilla warfare in Rhodesia and the devious methods used to feed the flames. Columbia-EMI-Warner. No. 721.

Escape from Alcatraz (AA) — Clint Eastwood, Patrick McGeehan. Story of the one that got away from the notoriously secure island prison of Alcatraz. CIC. No. 722.

The Rose (X) — Bette Midler, Alan Bates. Raunchy Bette was nominated for an oscar for this straight performance as a spiritually bankrupt rock star of the Sixties. Supposed by some to be a sketch of legendary singer Janice Joplin.

Bette tackles the character with all the explosive energy one might expect from this, her cinema debut. 20th Century Fox. No. 723.

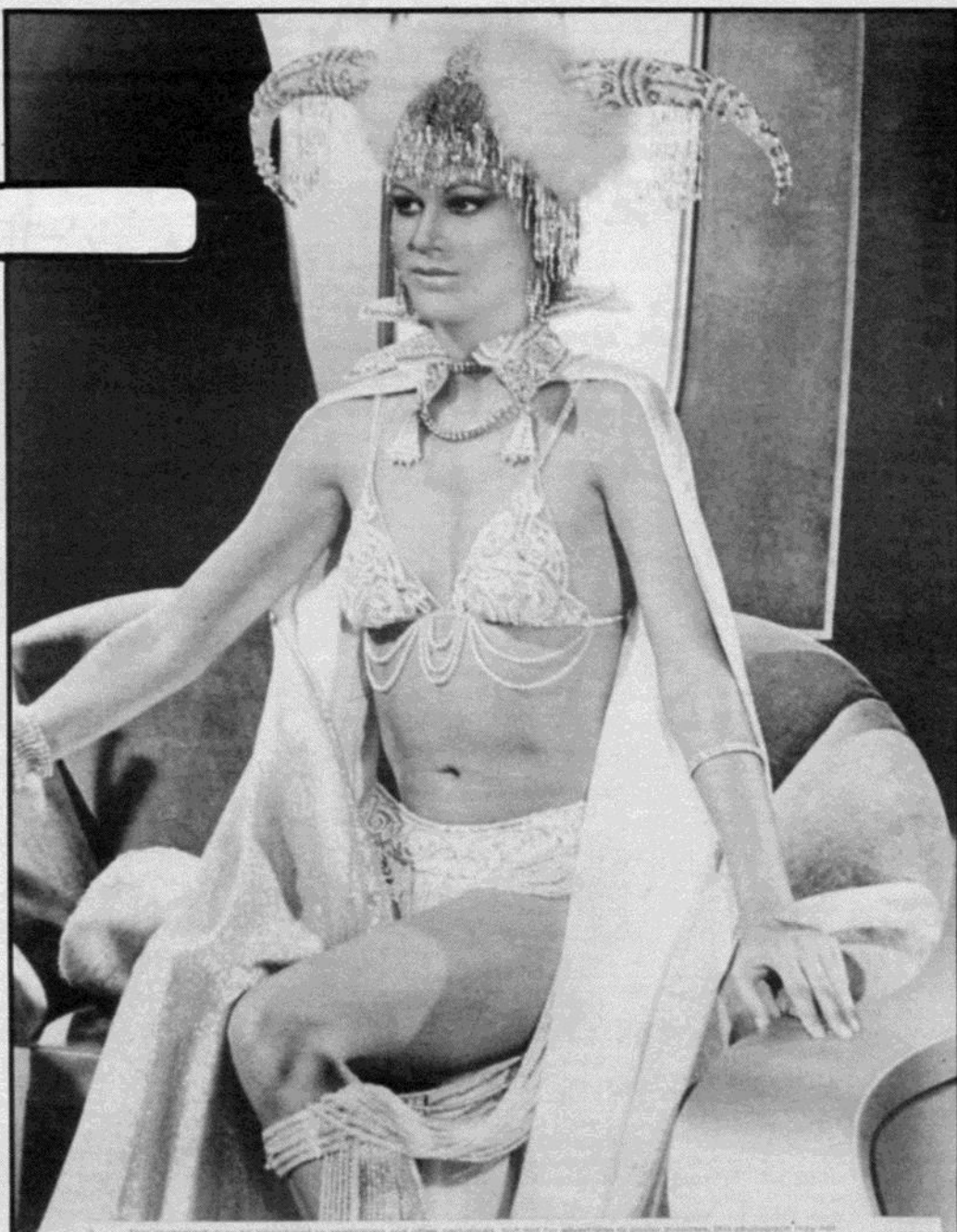
Electric Horseman (A) — Robert Redford, Jane Fonda. Redford plays Sonny Steele, a man who rides light in the saddle. In his early thirties, battered by bulls, broncos and booze, he is five times world rodeo champion and at the height of his career... CIC. No. 724.

Tough to beat

A Force of One (AA) — Jennifer O'Neill, Chuck Norris. Story of an American narcotics squad hot on the trail of a multi-million dollar smuggling ring. Viscom. No. 725.

All Quiet on the Western Front (AA) — Richard Thomas, Ernest Borgnine. Remake of Erich Maria Remarque's anti-war story set in the German trenches of the First World War. The original film, which starred Lew Ayres in the 1930s, was a classic of its time — and tough to beat. ITC. No. 726.

Saturn 3 (A) — Kirk Douglas, Farrah Fawcett, Harvey Kietel. Of the "2001" genre, except that this film wasn't shot in slow motion. Kirk and Farrah fight a battle for survival against a psychopath robot on a remote space



station on one of Saturn's moons. ITC. No. 727.

Going South (A) — Jack Nicholson, Mary Steenburgen. Nicholson plays an outlaw sentenced to hang for stealing horses, but saved by

a local law which allows a property-owning female to take a condemned man as her husband. A pleasing film, well-scripted and witty. CIC. No. 728.

Fair share of duty for shipboard lasses

Contrary to superstition, a woman's touch on board ship does not doom the vessel — and if there's still any doubt about it in today's Fleet two Royal Navy ships have been clearing it up.

Constructor Midshipman Kirsty Robertson got her hands dirty along with the men during H.M.S. Hecate's Caribbean deployment, while in home waters civilian boffin Barbara Dawe has been gracing the lines of trials ship H.M.S. Londonderry.

Watch duty

Kirsty joined the Hecate in Trinidad for sea training before beginning a naval architecture course at the University College, London. She joined the Royal Corps of Naval Constructors in September and has been undergoing training at the Britannia Royal Naval College and the Royal Naval Engineering College.

During her six weeks in the Hecate she underwent the same training as any other



midshipman: her tasks included duty as second officer of the watch at sea, second officer of the day in harbour, watches and



ABOVE: No favours for Constructor Midshipman Kirsty Robertson on board H.M.S. Hecate — she had to get her hands just as dirty as the men, in this case MEA2 T. W. Stothard and LMEM(L) C. S. Williams working on the windlass... while LEFT H.M.S. Londonderry's lass manages to keep her hands clean. Barbara Dawe is one of the team of civilian scientists and technicians helping the ship to carry out its trials programme.

Barbados to re-embark a detached survey party, the survey ship visited Recife and Fortaleza in Brazil. Following a visit to Gibraltar she was continuing work in mid-Atlantic.

On board the Londonderry, Barbara Dawe is one of the complement of scientists helping the ship through her Fleet trials programme. It is Barbara's first

full-time job at sea since she joined Marconi as a computer programmer three years ago, although she's no stranger to the sea: sailing is her hobby.

On a visit to Portland the ship held a mess dinner for Maj.-General H. E. N. Bredin, Colonel of the Royal Irish Rangers, and Lord Mais of Walbrook, Governor of the Honourable Irish Society.

Cadet corps join forces

A selected number of Sea Cadet units is now open to girls.

This results from units of the Girls' Nautical Training Corps becoming contingents of the Sea Cadet Corps, with comparable status to Marine Cadet detachments and their numbers limited in the same way.

At the same time, responsibility for the Girls' Contingents passes to the Captain of the Sea Cadet Corps, and the Director of the G.N.T.C. becomes Staff Officer G.N.T.C. Later in the year she will be relieved by a Chief Officer WRNS.

As members of the Sea Cadet Corps, the girls will receive the same MOD support as the boys.

A statement issued on the new arrangement says: "Having worked successfully together for a number of years, it is expected that the new organisation will bring even closer co-operation to the ultimate benefit of the Corps as a whole."

Flight no. 3,000

Sea King helicopter XV672 celebrated 3,000 hours of operational flying, the last 500 of which have been in service with 824 Squadron D Flight in H.M.S. Bulwark, H.M.S. Hermes and R.F.A. Fort Grange.

DRAFTY'S CORNER

Here's a little food for thought

Now that the main appointing season for Fleet Chiefs is nearly over, Drafty has emerged from his drip-proof bunker to report on the latest drafting news for the less senior members of the Supply, Secretariat and Medical Branches.

Unlike many others, the S and S and Medical Drafting Section does not apply any R.M.S. (Reduced Manning Standards) at sea, so the effects of shortages in a category are felt entirely ashore.

This, and the requirement to carry out Part Four training, means that all shore establishments have some empty billets or dilution of experience. In general service for instance, only 25 of the 180 male writers ashore are able rates.

Cooks

Cross-drafting of Wrens: Where their respective skills and rates are compatible we have been able to cross-draft many male and female ratings with the important benefit of getting more people into their first preference area.

Calling all cooks. Can YOU

make it as a cookery instructor? Ratings eligible are Leading Cooks qualified professionally for POCK and any Cook Senior Ratings. During an assessment period you will witness teaching practices and be invited to give a short series of lectures.

Certificate

Those who are assessed as suitable candidates receive seven weeks further training at the Army Catering Corps Training Centre at Aldershot. Successful completion of the course, followed by six months successful performance as a cookery instructor, brings you the award of the Hotel and Catering Industry Training Board Teaching Certificate.

Have you got what it takes? Why not request for cookery instructor duties and find out?

Automatic Data Processing: Commonsense, not a genius level IQ, fits you for A.D.P.

training and we are looking for volunteers of any branch, rate or sex to spend an enjoyable day's worth of the Civil Service at Basingstoke taking a variety of quiz-type tests to confirm your suitability. As an example, consider the following sequence: TOY (2) MECHANICAL (11) DOLL ()

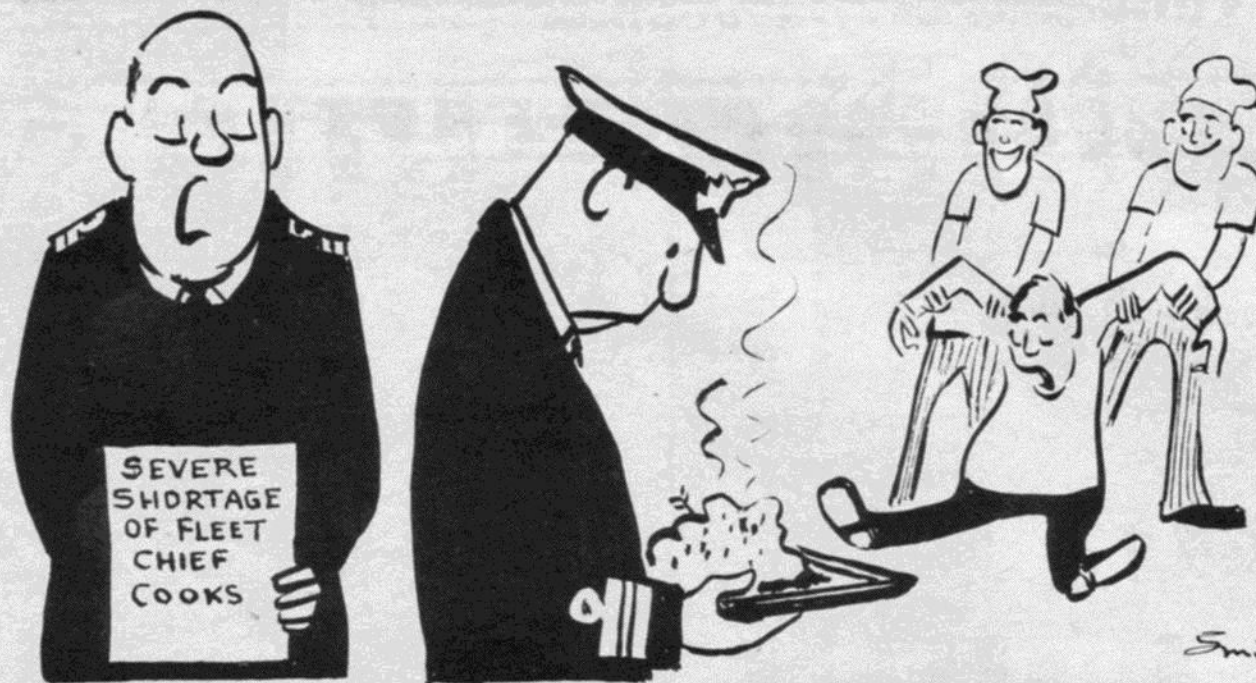
If you agree with us that the missing figure in the last set of brackets should be 3, you could take the first steps towards a rewarding adqual and experience much valued in Civvy Street by applying for the aptitude test on Form C240 or by asking your divisional officer or departmental senior rate to arrange one on the telephone (H.M.S. Centurion Extension 2443).

The Drafting Commander's own score in these tests is kept close to what is reputed to be his heart.

Tuition

Chief Cooks and Chief Stewards: Back to the warrant officers again, our severe lack of Fleet Chief cooks and stewards continues, even though there is a wealth of excellent, well-recommended chief petty officers. The stumbling block for many of them is getting those all important O-levels.

As a short-term measure



"Making them taste their own cooking won't improve matters, either!"

Drafty is now allowed to arrange intensive educational drafts for some recommended CPO cooks and stewards. Requests on C240s please, together with details of tuition required.

Theatre hands

Medical: With the PE now established, here's a word about drafting to the SRQC. As there are so many specialisations within the Branch, it helps Drafty if you identify a period when you can be spared and then volunteer for a specific course on Form C240.

More generally it should be known that requests for extensions of sea service and LFS can rarely be granted. There are comparatively few such billets

and we aim to spread them fairly.

Six-month operating theatre courses are now available at Haslar and Plymouth, so far with a steady flow of volunteers. Next courses start in the autumn — applications direct to the Theatre Chiefs or to H.M.S. Centurion on a C240.

Change

If these courses improve the position it is hoped to draft some theatre hands into non-O.D.A. ship or establishment billets by way of a change.

Finally, may we have more volunteers from nurses for a year's job in shore establishments? If you would like a change from a hospital, but are

not sure where you want to go, just fill in a C240 to go to "any establishment" and Drafty will do the rest.

Drafting Liaison Visits. This is only posh wording to describe keeping in touch with our "customers". We already receive a welcome stream of visitors from Pembroke courses, supply and divisional officers and senior rates as well as many telephone calls, letters and C240s.

Nevertheless we aim to carry the message to your doorstep occasionally, and the section will be making several visits to ships and establishments in the next few months.

Besides giving a lecture for all Branches on drafting, we will be available to answer individual S and S and Medical queries afterwards. See you there.

Billet directory

If you want to know what shore billets are available at home and abroad for any branch category and rate, consult Supplement No. 1 to BR 14 (Drafting Instructions). It is due for up-dating this year, but even in its present form will give you a very good idea of what billets are open to you and in what areas.

NATO GROUPS JOIN FORCES IN MED.

Warships from the Royal Navy, Italy, Turkey and the United States assembled in Naples on May 16 for the twentieth activation of NATO's Naval On-Call Force in the Mediterranean. H.M.S. Brighton was the Royal Navy representative for a month of intensive exercises in the Central Mediterranean.

Joining the exercise in late May were ships of NATO's Standing Naval Force Atlantic, whose commander, Commodore D. G. Armytage, R.N., was flying his flag in H.M.S. Juno.

Medal set

The Submarine Museum at H.M.S. Dolphin has acquired a set of medals, including a D.S.O. and three D.S.C.s. The medals were presented to the museum by Lieut. Lindsay Pirie

R.N. (Retd.) who himself won one of the D.S.C.s in H.M.S. Jupiter during the Second World War.

The other D.S.C.s were won by Lieut. Pirie's brothers Donald in H.M. submarine Spearfish, and Roger in H.M.S. Hotspur. The D.S.O. was won by the father, Wilfred, commanding officer of a First World War submarine.

Pig farm

Applications have been invited from officers and Fleet chief petty officers recently retired or shortly to retire for the position of manager of the pig farm, H.M.S. Collingwood. The position becomes vacant on November 1.

Applications with a curriculum vitae should be addressed to the Executive Officer, H.M.S. Collingwood, and further information can be

obtained from the Commander's Assistant, H.M.S. Collingwood (Portsmouth 22351 ext. 85-510).

Old flames

Members of Leicester Senior Service Association who befriended R.N. firefighting teams based in the Leicester area during the winter of 1977 renewed their link with a visit to H.M.S. Vernon. They lunched with the Anti-Submarine Warfare Instructors and toured H.M.S. Victory.

SSAFA lottery

A weekly "instant" lottery with prizes varying from £10 to £1,000 has been launched in aid of SSAFA to help Services and ex-Service families in times of trouble or distress. Lottery tickets, 25p each, are now on sale in Naafi clubs and shops their south-eastern, south central, Portsmouth and Plymouth regions.



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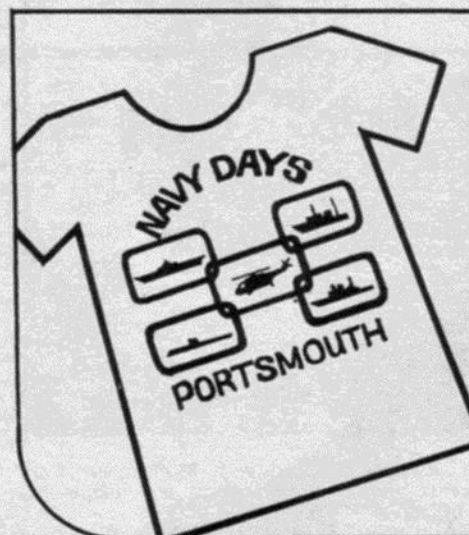
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SHIPS OF THE ROYAL NAVY

No. 295

Commanding role for Abdiel



FACTS AND FIGURES

Displacement: 1,550 tons. **Length:** 265ft. **Beam:** 28½ft. **Propulsion:** Two Paxman Ventura 16 cylinder, pressure-charged, diesel engines developing 1,190 s.h.p. each. **Speed:** 16 knots. **Range:** 7,000 miles at 14 knots. **Complement:** eight officers, 90 ratings.

Last month she was deployed to Portugal where, under her new commanding officer, Lieut.-Cdr. J. G. Hurlbatt, she supported nine ships of the R.N.R. - manned Tenth MCM Squadron in the NATO exercise Open Gate 80.

That was followed by a similar role with the First Squadron in

the international exercise Norminex. A training deployment with the Second Squadron in the Mediterranean preceded her return for exercises in home waters.

Launched in 1967, H.M.S. Abdiel has the distinction of being the Navy's only MCM support ship — as a garage and

H.M.S. Abdiel, warming to her new role as support ship for all three of the Navy's mine countermeasures squadrons.

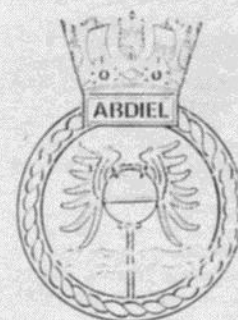
hotel to Fleet's minesweepers and mine hunters.

She can lay up to 50 mines for exercises, provide logistic support to ten vessels for up to three weeks and help in treating divers' illnesses in her two-compartment compression chamber.

Extensive workshop repair jobs can be undertaken with lathes, drills and welding equipment, a large workbench for hull repairs and woodwork, and a

ship's company with a wide range of expertise on mechanical and electrical equipment in today's MCM vessels.

An impressive range of stores and provisions is carried, including spare sweep wires and magnetic loops. Sailors from the vessels she works with can use her sickbay, laundry, NAAFI, hot baths and showers.



Suez task

From her computerised control H.Q. a squadron of vessels can be controlled to ensure that a channel is swept as comprehensively and efficiently as possible.

Although the ship has not had the opportunity to add any Battle Honours to the name, she played a vital support and command role in 1974 during the clearance of the Suez Canal,

assisting British and Egyptian teams in a difficult and dangerous operation.

She has also operated throughout the years with ships from most West European navies and the Standing Naval Force Channel, a NATO MCM squadron.

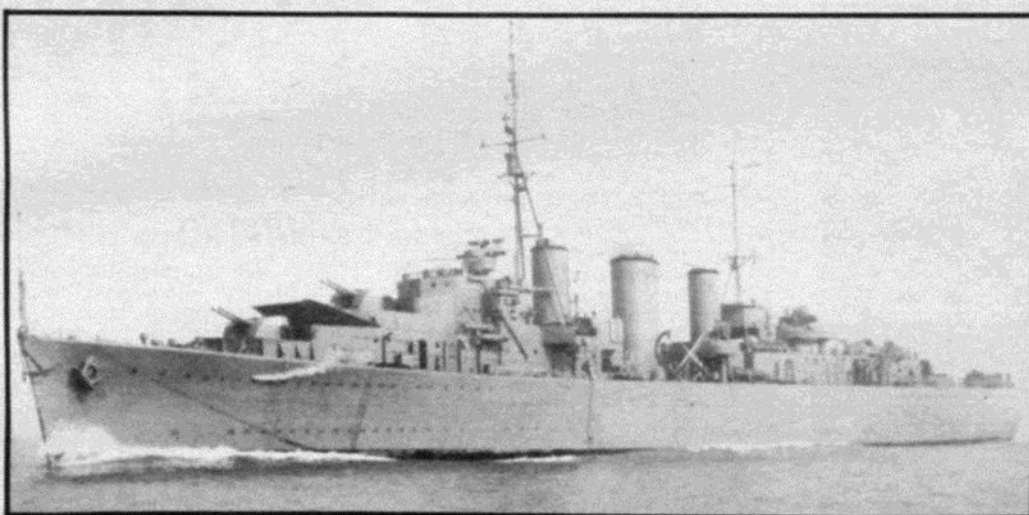
Fast — and furious

It was not until 1915 that the Navy used the name Abdiel — after the faithful seraph who withstood Satan when he urged the angels to revolt.

However, the first two ships of the name made up for lost time. Within 30 years they had chalked up five Battle Honours — Jutland 1916, Biscay, Crete and Libya 1941, and Sicily 1943.

40 knots

The first Abdiel was a 1,687-ton, 34-knot minelayer, fifth of the Marksman class laid down under the emergency war programme. At Jutland she laid mines in the Horns Reef channel through which Admiral Scheer's High Seas Fleet was to pass.



Launched in 1940, the second Abdiel was capable of speeds in excess of 40 knots. She was sunk by a mine in 1943.

Second in line was launched in 1940 and, capable of more than 40 knots, was the speediest of the 2,650-ton Manxman class of fast minelayers.

She saw service in the Channel and the Far East, but achieved fame in the Mediterranean,

carrying out supply runs to Crete and Tobruk during some of the darkest days of the campaign, and laying mines off Sicily.

Her end was tragically ironic. Soon after the invasion of Italy she was sunk by a German mine while at a buoy originally allo-

cated to the battleship King George V in Taranto Harbour. Many of the 156 officers and men who died on board were of the 1st Airborne Division embarked from Bizerta. The disaster is commemorated by a permanent display in the present ship.

PHOTO POSTCARDS

Postcards in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth PO1 3HH, price 12p each inc. postage and packing (£1.20 per dozen), stamps, postal orders, or cheques. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of postal order or cheque for £2.30. Albums to hold 64 Navy News postcards are £3.20 each (including postage).

Only postcards of ships listed here are available.

Abdiel (1968), Abdiel (1980), Acheron, Achilles, Active, Adamant, Agincourt, Aisne, Ajax, Alacrity, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Anglesey, Antelope, Antrim, Apollo (minelayer), Apollo (Leander class, 1972), Apollo (1975), Ardent, Arethusa (pre-mod), Arethusa (mod), Argonaut, Ariadne, Ark Royal (mod), Ark Royal (pre-mod), Armada, Arrow, Ashanti (1972), Ashanti (1975), Auriga, Aurora, Avenger.

Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Blue Rover, Brighton

(mod), Brighton (pre-mod), Bristol, Britannia (pre-mod), Britannia (mod), Broadsword (Destroyer), Broadsword (Type 22 frigate), Brionington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Bulwark (1979), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra (pre-mod), Cleopatra (mod), Conqueror, Coronna (mod), Coronna (pre-mod), Courageous, Coventry, Cumberland, Cygnet, Dainty, Dampier, Danae, Daring, Dartington, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido (pre-mod), Dido (mod), Diomedes, Dreadnought, Duchess, Dundas.

Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Egeria, Endurance (1969), Endurance (1977), Engadine, Eskimo, Euryalus, Excalibur, Explorer, Exmouth, Falmouth, Fawn, Fearless, Fife (pre-mod), Fife (1975), Finwhale, First Fast Training Boat Squadron (Cutlass, Sabre, Scimitar on one postcard), Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow (1956), Glasgow (1980), Gold Rover, Grafton (No. 1), Grafton (No. 2), Grenville, Guernsey, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Hartland Point, Hecate (1967), Hecate (1976), Hecia, Herald, Hermes (pre-mod), Hermes (mod), Hermione, Hong Kong Squadron Patrol Craft (Wolverton, Beauchamp, Wasperton, Yarmton, Monkton on one postcard), Hubberston, Hydra, Intrepid (pre-mod), Intrepid (1979), Jaguar, Jersey, Juno, Jupiter, Jutland, Kent (pre-mod), Kent (mod), Kenya, Keppel, Kingfisher, Kirkliston, Layburn, Leander (pre-mod), Leander (mod), Leopard

(mod), Leopard (pre-mod), Lewiston, Lincoln, Lindisfarne, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London, Londonderry, Londonderry (mod), Lowestoft, Lyness, Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Manxman, Matapan, Maxton, Mermaid, Minerva, Minerva (mod), Mohawk, Mounts Bay, Murray, Naiad, Newcastle (1956), Newcastle (1979), Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus, Owen, Onslaught, Onyx, Opossum, Opportune, Oracle, Orpheus, Osiris, Otus (No. 1), Otus (No. 2), Paliser, Penelope, Phoebe (pre-mod), Phoebe (mod), Plymouth (mod), Plymouth (pre-mod), Porpoise (1959), Porpoise (1979), Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyl, Roebuck, Rorqual, Rothesay, Russell.

Salisbury (pre-mod), Salisbury (mod), Scarborough, Sceptre, Scorpion, Scylla, Sea Lion, Sheffield (Type 42), Sheffield (cruiser), Shoulton, Sidlesham, Sir Geraint, Sirius (pre-mod), Sirius (mod), Soberton, Sovereign, Spartan, Striker, Stromness, Stubbington, Superb, Swifsure, Taciturn, Talent, Tartar (pre-mod), Tartar (mod), Tenacity, Tenby, Tidepool, Tidesurge, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warner, Warspite, Whitby, Wilton, Woolaston, Yarmouth, Zest, Zulu.

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Navy duellist was pride of Hungary

I was interested in the letter from Timothy Hudson (April issue) about the Danube Flotilla, as I served in H.M.S. Glowworm from August, 1924, until she left the Danube and went to Malta to pay off.

Although the flotilla originally consisted of the Glowworm, Aphis, and Ladybird and 12 coastal motor boats, the Danube Flotilla in August, 1924, consisted of Glowworm alone. Capt. D. B. La Mottee flew the broad pennant as Senior Officer Danube until the flotilla was disbanded in September, 1925.

We spent the winter of 1924 in the harbour at Komarno, Czechoslovakia (it was part of Hungary before the First World War).

When we returned to Budapest after the winter, Cdr. (then Lieut.-Cdr.) Peyton-Ward, our executive officer, fought a sabre duel with a Hungarian, and won!

This was quite a feat, considering that the Hungarians were the finest sabre fighters in the world then. The prestige of Britain, already high in Hungary at that time, rose to the zenith as a result of this.

Needless to say it was all kept secret as a British serving officer is forbidden to fight a duel, and he could easily have refused the challenge without dishonour on these grounds. He had been a submariner in the First World War, and was not a man to refuse a challenge.

As it happened, while we were at Komarno we met Sandor Todt, who was a previous junior Olympic champion at sabre

fighting, and he had given Cdr. Peyton-Ward some valuable coaching before we left for Budapest. — **Vernon F. Smyth** (Cdr. R.N. ret'd.), Wimbledon, London.

Costly □ kids

With only four months left to complete my married accompanied draft to Gibraltar, I have begun preparing for the move back to U.K. and have discovered that I am not entitled to any extra disturbance allowance for my two children as they are both under two years old.

The elder will be 23 months at the time of the move and I will lose £77 because of one month's difference. Why does the Navy consider that children under two years do not incur expenses? I will need to buy expensive disposable nappies and who knows what else during the weeks preceding and succeeding the move, but I will receive no more help than a childless family. — **J. R. Carter**, LMA, R.N. Hospital Gibraltar.

Our inquiries indicate that to claim a separate allowance, a child must be four years old and above and attending school. The move must also involve a change of school. — **Editor**.

Dawn's plight nets a fiver!

The relative attractions (and prices) of stockings and tights when filled by Wrens raised masculine interest following the recent letter to Navy News from Wren Dawn Young, of H.M.S. Daedalus. Her plea over stocking prices touched members of one branch of the Royal Naval Association to the extent of the flashing of a cheque.

From the shipmates of Harwich and District branch, social chairman Bryan P. Avenell sent along a £5 cheque "to help these Jennies." Accompanying it was an ode which started:

"To Wren Dawn Young we send this note
'Cause on black stockings we still dote
We know the hazards and don't think it fair
To charge that extra 60p a pair."

The verse ended with thoughts on "keeping those stocking tops."

Well, we had a word with Wren Young who appreciated, and

was amused by, the kind gesture from Harwich. The thought did, however, occur that the fiver could do some useful work and so we are pleased to pass it on to the WRNS Benevolent Trust for them to put to good purpose.

□ Working girls

Reference the letter about the price of Naafi stockings, I would like to say that a Wren is a working girl getting the same, if not more, than the average matelot.

Admittedly, we all like to see Wrens in stockings, and I am sure that the majority of Wrens prefer them to tights, but all you have to do is to look around at the number of Wrens driving brand new cars. It makes you wonder about whether they can afford the odd 60p. — **MEM(M)S. J. Wills**, H.M.S. Euryalus.

LETTERS TO THE EDITOR

HOW ERROR SANK THE 'SWEEPERS

In reply to the letter from ex-Chief Shipwright E. R. Wadge (April issue), the incident to which he refers is the attack on the 1st Minesweeping Flotilla off Le Havre on 27 August 1944, made in error by Royal Air Force Typhoon aircraft with rockets and cannon guns.

The flotilla were sweeping near the mouth of the Seine. The Germans, alerted by the gunfire, joined in the attack with their coastal guns.

Two ships, the Hussar and the Britomart, were sunk, and the Salamander so badly damaged that she had to be scrapped later. There were more than 200 casualties among naval officers and ratings.

In the book, "Out Sweeps," by Harry Ludlam and myself, there is a chapter, "Savage Sunday" which gives a full account of this disaster. — **Paul Lund**, Cheadle (Cheshire).

● Similar letters have been received from G. Fordham (Gillingham), CPO S. Smith (H.M.S. Drake), ex-CPO G. Baird (Dundee), ex-AB R. L. Travers (Huddersfield), ex-PO Steward J. N. Newcombe (Nottingham), and Ivor R. Burston (Somerset).

Mr. Burston says that at first blame was attached to the R.A.F. but later a change of plans — of which the Flag Officer British Assault was not informed — was blamed. An officer was found guilty of negligence.

Mr. Burston was the "buffer" of H.M.S. Catherine, 40th Minesweeping Flotilla, which went to pick up survivors. Mr. Travers served in the same ship. So proud was he of his mates that he called his daughter Catherine "so that I would never forget them." — **Editor**.

Last out, □ first in

Regarding the proposed visit by H.M. ships to Shanghai, the last British warship to leave Shanghai before the city was captured in May 1949 was the frigate Black Swan.

We were moored to a buoy in the harbour and could hear the Communist artillery bombarding the Nationalist positions on the city outskirts. We made out to sea before being cut off.

Also, regarding the letter which asked which ship went into action first in Korea, at 0530 on 2 July 1950 H.M.S. Jamaica, H.M.S. Black Swan and the U.S.S. Juneau engaged six North Korean E-boats.

I believe that we can justly claim to be last in Shanghai and first in Korea. — **W. Nolan** (ex-AB, H.M.S. Black Swan), Newtownards, County Down.

Hidden □ ships

The letter from Mr. Corben (March issue) interested me, for I too have a small silver badge awarded for minesweeping during the Second World War, but the award does not appear on my discharge sheet.

You may be interested to know that I have a number of photographs showing a collection of U-boats and other craft hidden in a Norwegian fiord and discovered by chance some weeks after VE Day, 1945.

I was the only person with a camera aboard MMS 1037 at the time, and recall that the discovery surprised us and the senior officers who subsequently arrived to investigate.

It seemed that the German Navy had either deliberately hidden their ships or failed to surrender them. Perhaps one of your readers has more information about this. — **G. P. Moss**, Liss Hants.

● The Department of Weapons and Antiquities at the National Maritime Museum has written describing the establishment of the Mine Clearance Service in 1919 and the badge which was worn on the left sleeve by members of this Service which at one stage comprised 700 officers and 14,500 ratings. — **Editor**.

Up a creek □ in No. 98

During a recent convivial evening in MTB No. 98 — now a delightful houseboat moored in a Kent creek — I was shown a handsome bronze plate secured to a bulkhead and bearing this inscription:

"This plaque is presented to H.M. motor torpedo boat No. 98, to commemorate her adoption by the residents of Litherland Urban District Council during Warship Week March 14-21, 1942."

My host would like to know if the plaque is genuine, and where is Litherland?

Other records show that MTB No. 98 was built by Vosper between January and October 1942, so her adoption in March was in the womb! — **Jonathan Langdon**, Commander R.N., Ministry of Defence.

Faces of our Scouse readers will register disbelief, Litherland being in the Liverpool area, although in the local government changes of the mid-70s Litherland U.D.C. disappeared, to be incorporated into the Metropolitan Borough of Sefton.

There were plenty of Warship Weeks about 1942 and our guess would be that the people of Litherland held one and forked out their tanners and bobs (remember when coins had value?) to help build MTB 98 — **Editor**.

ASSISTANCE TO AUTHORS

● As information for a book, Mr. George Young, of Queensland, Halifax County, Nova Scotia, Canada, would like to hear from old shipmates in H.M.S. Montgomery 1941-42, especially those who recall the Frenchman Paul Rojo who transferred to the French submarine Surcouf at Halifax in January, 1942.

● Mr. Des Peck, Philomel Store, PO Box 95, Port Stanley, Falkland Islands, is hoping to reprint as souvenirs two songs composed by British sailors after the Falkland Islands Battle in 1914. One is called "One Day at Port Stanley," and the other "The Noble 8th of

December." Existing copies are marked "copyright," and Mr. Peck would like to trace the authors who can help him in getting permission. ● Wing Cdr. G. R. Pitchfork, R.A.F., 208 Squadron, Honington, Bury St Edmunds, Suffolk, IP31 1EE, would like to contact ex-members of the ship's company who served aboard H.M.S. Sheffield in the Second World War. He is hoping to get personal anecdotes, photographs, etc., for inclusion in an exhibition in London in September. The theme of his exhibit is "Sheffield at War," depicting the city's association with all three Services.

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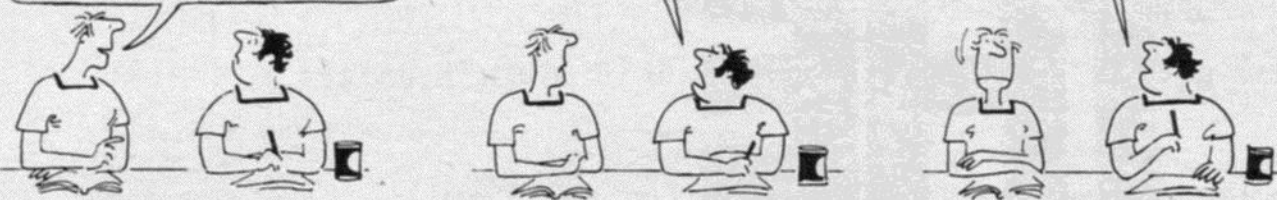
JACK

by TUGS

WELL, TELL HER —
YOU CAN'T GET ASHORE
BECAUSE WHEN YOU WAS DIVIN'
OFF AFRICA YOU GOT STUNG
BY A GIANT JELLYFISH
AN' YOUR LEG IS ALL
SWOLLEN UP!

COME OFF IT!
SHE'S NOT
STUPID!!

'OWJA SPELL
LEPROSY?



Getting off the hook!

Signal on the line

As a new subscriber I am delighted with Navy News, and amazed to learn from a recent issue that the Rame Head is still afloat.

I last saw her when she was depot ship for the Reserve Fleet in the Tamar Trot. It was the time of the first post-war fuel crisis, and submarines were brought in to bolster the evening dockyard power supplies by using their generators.

The snag was that the change-over at 1845 entailed a short power cut coinciding with the nightly broadcast of "Dick Barton — Special Agent." The arrangement was most unpopular on the messdecks.

There was another arrangement by which a sympathetic and apparently unattached lady residing adjacent to the landing jetty would hoist on her washing line a large garment inappropriate to her rather delightful figure, to warn that customs watchers were lying in wait for any potential wrongdoer bent on smuggling ashore a few gash and hoarded tots.

If the jetty was unattended, a more engaging article of clothing would be hoisted. — **Ex-LSA R. G. Harding**, Oswestry.

Having lost my badges and hook for a reason I didn't agree with, I would like to know if I can be forced to have my badges back; and if I don't will I be forced to go for my hook as well?

One other thing I have been wondering. Is there any new design of "eight" trousers in the pipeline, as the present issue are the worst thing pussers ever invented? They keep their colour well, but if you do go out in any wind you feel as if you have nothing on. Besides not being very warm they shrink like mad — "Shivering," Gosport.

● Our understanding is that while a man need not accept a hook, badges awarded or restored are part of uniform and should be worn.—Editor.

Ditty puzzle

I wonder if any of your readers can complete this ditty, of which I remember only the first verse:

Astounding on the jetty stood a sailor O so neat
Awaiting for his duty-boat to take him to his fleet
The sirens they were wailing, the masthead pennants fly
And as the cables rattled home this was his reply
I'll see you little sweetheart in the spring
Those wedding bells for you will gaily ring.

But the ditty goes on to tell of the sailor's death, as one line I can remember is:

Among the dead and dying your sweetheart he is lying.
Paul Whincop, Gosforth, Newcastle upon Tyne.

The Tirpitz raiders not forgotten

Having read your book review about "Night Strike From Malta" (April issue) I would like to point out that 830 Squadron was very much in existence at least until late 1943 and for much of 1944.

I knew them when they were part of No. 8 TBR Wing, flying from H.M.S. Furious protecting the Russian convoys, and in between times coming in to the R.N. air station Hatston.

Some of them used to come and drink cocoa with us at stand easy, and I remember the dance they gave in Kirkwall.

But more particularly I recall the beginning of April 1944 when the squadron flew out to join the Furious in Scapa Flow, and almost before the noise had died away some of them were back again, because weather conditions had caused crash landings.

The weather was just as bad at Hatston, and we were working flat out in high winds and driving

rain getting replacement aircraft checked out to the squadrons (827 was also involved), and wondering what was going on.

The mist was almost on the rooftops of the Wrennery at the top of the hill when we heard the Barracudas come roaring over our heads in the early evening.

Later, when the raid on the Tirpitz was over and the news was out, the entire station seemed to be out watching as they flew over in formation on the way south on (I believe) leave.

If anyone from that 830 Squadron remembers the Hatston aircraft checkers, this particular one hasn't forgotten them. — **Thelma W. Lancaster**, Newcastle-under-Lyme.

Wasted pilot

Your review of "Night Strike From Malta" and subsequent remarks on the Rating Pilot Scheme brings me to write after the passage of 40 years.

Back in 1937 when the idea was mooted by (I believe) Admiral Keyes, I and a number of others were selected for petty officer pilot training. Both the preliminary and second stage training were given by the Royal Air Force, the final training being split into G.R. or fighter under naval auspices.

We were never allowed to integrate into the Fleet Air Arm as were the people we had been trained to emulate — the sergeant pilots — and done in the R.A.F. The antagonism was fostered by the same naval stalwarts who thought in 1939 that capital ships would decide the outcome of the war and that radar was the figment of some zany scientist's imagination.

Some of us were allowed to put our flying into good use with the R.A.F., but only after frustrating times, driving MTBs, MLs, being survivors — and in fact anything that our very expensive pilot training did not fit us for. — **Douglas J. G. Harcourt** (ex-F.A.A. No. 1 Course, May 1938), Bognor Regis.

Watch the birdies!

Among the many attractions listed in the advertisements to encourage R.N. Seaman officer entries, keen birdwatchers will have observed "The Spithead Pheasant." This remarkable species is a true submersible, of course, better known to the sailor as either a one-eyed steak or, in other words, the humble kipper.

Discerning birdwatchers will, of course, prefer the Wrens as the outstanding attraction in the long list.

But do not be caught out. If you are interested in seabirds, why not contact the Hon. Sec. R.N. Birdwatching Society, 23 St David's Road, Southsea.

He will be glad to enrol you as a member and put you on the right lines so that you can speak with authority on dockyard canaries (sparrows), seagulls in night clothing (crows), Isle of Wight parsons (cormorants) and the like. And with luck you may achieve in time your ambition to encounter in the Roaring Forties an albatross, that supreme master of the elements — **E. S. W. Maclure**, Lieut.-Cdr. Hon. Sec., R.N. Birdwatching Society.

Not a penny more for the married!

Twenty-one years after leaving the R.N. due to the irregularities of single / married pay scales, I am astounded to learn through Navy News that this situation still exists today.

I left the Navy after 14 years in disgust that a married leading seaman's pay was equal to mine as a single chief petty officer with twice the years of service. Since then I have been in employment where my married counterparts receive not a penny more than me (other than through taxation!).

With the welfare problems some wives cause the R.N. I am surprised that Their Lordships still encourage men to get married. — "Ex-R.N.", Gosport.

consider ways of celebrating the centenary of the Order in Council of October 17, 1884, which established the Sick Berth Branch.

One of the matters considered is a review of the history published in 1927. Perhaps one of your readers would be interested in writing such a history or might know of someone who would be of help — **D. E. Mackay**, Surg. Capt. Director of Naval Medical Staff Training, R.N. Hospital Haslar, Gosport, Hants.

Going it alone

Regarding CPO Whitwood's letter (April issue), while I do not disagree with him about the fact that everybody is separated from somebody, and that things can be rather expensive, I must point out that not all married men are let off duty week-ends or retard leaves.

Also many wives would rather "go it alone" than go to the Welfare.

I have come to the conclusion that either my husband is in the wrong ship or could it be the fact that he is not a senior rate? — "Wondering," Plymouth.

Sick Berth

centenary

A committee has been set up under the Surgeon Rear-Admiral (Naval Hospitals) to

Calling Old Breconians

The Royal Navy's latest and most sophisticated MCM vessel, H.M.S. Brecon, was commissioned in H.M.S. Vernon on March 21 at a ceremony attended by the Duchess of Kent and by, among many others, 31 members of the original Brecon's 1942-46 commission.

The hospitality of the captain, officers and ship's company was only matched by their courtesy and civility, and on behalf of those 31 Old Breconians I would like to thank them for the very splendid day they gave us.

While we were together for the first time for many years the idea of a reunion was put forward. There are still a number of Old Breconians around and, if they are interested, would they please get in touch. — **S. H. Rodgers**, 58, Whitwell Road, Southsea, Hants.



TODAY'S CAREERS ADVISERS HAVE TO BE A LITTLE MORE SUBTLE.

They also have to be a good judge of character. They have to be able to pick out the young lads who are bright, keen and genuinely interested in the Service.

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If you are a FCPO, CPO, WO or C/Sgt RM coming up for retirement, perhaps you would like to continue your naval service as a Careers Adviser.

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It's a responsible job, for as well as selecting new recruits, you must also give them an accurate picture of the Service they will be joining.

If you think you're the person to start young men on their new careers, and start on one yourself, details are available in a current DCI.

Alternatively, get an information booklet from your local Resettlement Officer or direct from the Directorate of Naval Recruiting, Room 103 AB(N) OAB, Old Admiralty Building, Spring Gardens, London SW1A 2BE.

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DESTINATION - CHINA

Group sails for Orient

H.M.S. Antrim sailed on May 19 at the head of a group of nine ships which will spend the next seven months deploying in the Far East.

One of the highlights of the trip will be a visit in early September by three of the group to Shanghai, the first visit by Royal Navy ships to China for 30 years.

Flying his flag in the Antrim is Rear-Admiral D. C. Jenkin, Flag Officer First Flotilla. The ship is pictured (right) leaving Portsmouth.

Turkey

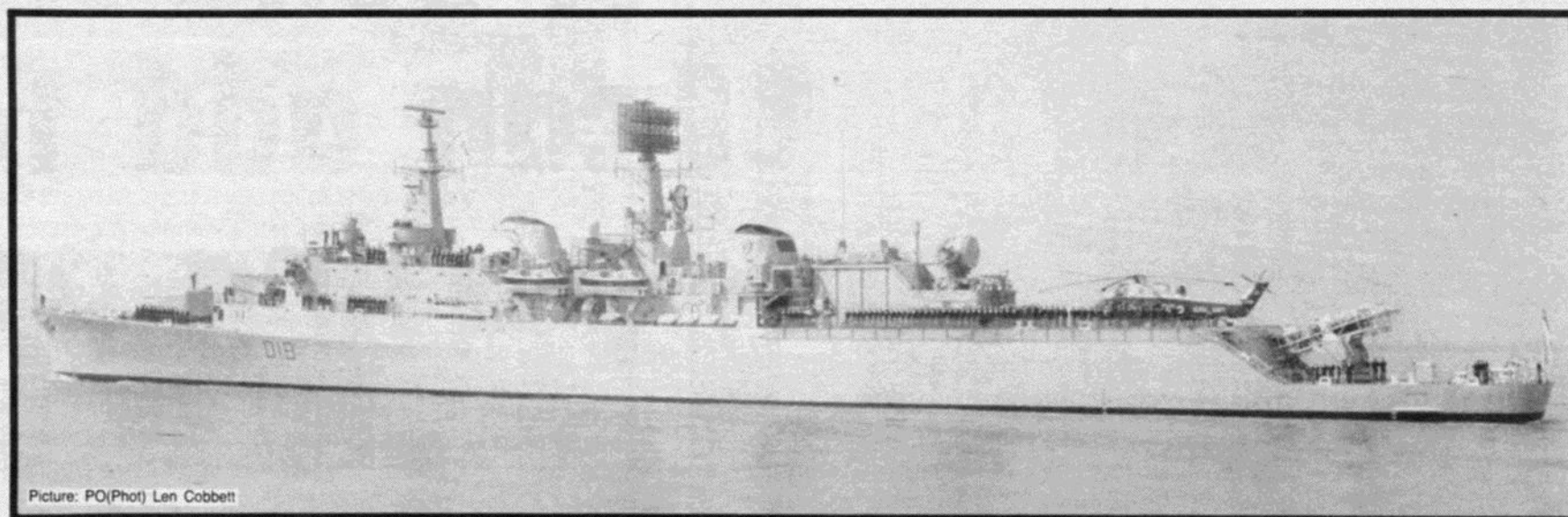
Other ships in the group are the guided missile destroyer H.M.S. Coventry, the frigates Alacrity, Galatea and Naiad, and the R.F.A.s Olwen, Stromness, Blue Rover and Resource.

The three which will visit

Shanghai are the Antrim, the Coventry and the Alacrity.

After visits to Gibraltar, Turkey and Cyprus, the group will pass through the Suez Canal, making further visits to Indian Ocean ports before undergoing maintenance periods in Singapore. The ships return to Singapore and Hong Kong in mid-October for further maintenance before sailing for the United Kingdom.

● Seven "Old Antrims," all crew



Picture: PO(Phot) Len Cobbett

members of the twin-screw cruiser in commission from 1905 to 1922, visited the present H.M.S. Antrim at Portsmouth in April.

The ship's bell of the original Antrim has been lent to her current namesake by Cdr. H. E. P. Wilkin, whose father was the first commanding officer of the first Antrim.

First-time chess win

Midshipman Paul Nicholas, of H.M.S. Arrow, making his first appearance in the Royal Naval Chess championships, walked off with the trophy at H.M.S. Collingwood, beating the 1975 Combined Services champion, PO Street. Victor Ludorum trophy went to Mr. A. F. Brameld, of H.M.S. Drake.

APPOINTMENTS

Rear-Admiral Robert Squires, Flag Officer Submarines since December 1978, has been promoted vice-admiral from May 2. He also holds the appointment of COMSUBEASTLANT.

Appointments recently announced include:
Capt. G. M. F. Vallings, Neptune in command and as Commodore Clyde and Port Commodore Faslane, October 7.
Capt. M. J. L. Freeman, Duty with HQ AFSOUTH and as Asst. Chief of Staff (C and E), October 17 (To serve as commodore).

Capt. L. E. Middleton, Hermes in command, November 4.
Capt. M. E. Barrow, Glamorgan in command, October 7.

Capt. J. F. Coward, Brilliant as senior officer September 2 and in command on commissioning.
Capt. D. A. Wallis, Newcastle in command and as Capt. F3, October 14.

Cdr. P. J. Boothstone, Arrow in command, October 14.
Cdr. C. J. S. Craig, Alacrity in command, September 27.

Cdr. P. M. Franklyn, Active August 26 and in command.

Cdr. R. S. Wraith, Dreadnought September 22 and in command.

Cdr. K. H. Forbes-Robertson, Kent in command, June 2.

Lieut.-Cdr. J. G. F. Cooke, Warspite in command, September 8.

Lieut.-Cdr. T. L. Bailey, Jersey in command, November 11.

Lieut.-Cdr. R. Clarke, Alderney December 9 and as commanding officer.

Lieut.-Cdr. R. G. L. Glover, Staff officer Clyde Div. RNR and Vc R.N. Perm. staff and for Hodgkison in command.

Lieut.-Cdr. C. Hunt, Pollington December 9 and as commanding officer.

Lieut.-Cdr. R. H. Vincent, Bickington October 21 and in command.

Lieut.-Cdr. D. W. Jenkins, Anglesey, November 11 and in command.

Lieut. M. D. P. Samborne, Oracle in command, August 5.

Lieut. J. I. Hughes, Shavington August 26 and as commanding officer.

OBITUARY

A. W. R. Whitehead, PO(R) Gibraltar COMCEN, April 19.
J. L. Baker, POSA H.M.S. Intrepid, April 21.
J. P. Robertson, MEM(M)1, H.M.S. Nelson, May 2.
C. H. Bradley, WTR, H.M.S. Bulwark, May 4.
C. Craik, CK, H.M.S. Onslaught, May 10.
D. E. Lloyd, A/CPOWTR, H.M.S. Centurion, May 12.
D. F. W. Honey, Lieut.-Cdr. May 15.
T. Waldron, MNE, CTCRM, May 19.

R. Rodgers, Ex-POTEL, Served 41 years.
E. N. Hazeel, Lieut. R.N.(Ret.), Joined R.N. 1934; Barrackmaster H.M.S. Cambridge since 1965.



TWIST IN THE TIN

Wren Stores Accountant Tracey Ward of H.M.S. Cochrane found herself with a "ticklerish" problem when tins of duty free tobacco were returned to the cash clothing store by a bewildered RPO Roderick Duncan.

The problem? How do you open a circular tin when the instructions on the lid clearly state that a coin should be inserted in a corner and then twisted (see below).

Perhaps the makers' instructions are not so surprising when one considers that the tins of tobacco are manufactured in Belfast!



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End of a
long wait



Eight months of separation is about to end for these families of the ship's company of H.M.S. Endurance. They are pictured on the paddle tug R.M.A.S. Forceful, going out to Spithead to welcome the ice patrol vessel on her return from her Antarctic deployment.

KGFS RECORD

A record £530,248 was distributed to more than 100 nautical charities by King George's Fund for Sailors last year, the annual meeting of the fund, held at the Mansion House, London, was told.

A special "thank you" was expressed by the chairman (Admiral Sir William O'Brien) to Royal Navy officers and ratings and their wives "who did so much every year to ensure that their ship or establishment can directly or indirectly make a contribution to K.G.F.S. funds."

TWO PAGES FOR

A benefit that can add to parting pain

Problems arising when a Service marriage breaks up can be complex and emotional — and include the important question of eligibility for married benefits.

Misunderstanding sometimes leads people to claim benefit to which they are no longer entitled. Yet it is recognized that the removal of benefits at a critical time might hinder a reconciliation. In some cases, money has had to be repaid when emotional stress is at its greatest.

To bring about reconciliation in cases of what is officially termed "estrangement," some changes have now been made to the married status category rules.

CONSULT

Any Serviceman or woman whose marriage is in serious difficulties, and who thinks that estrangement is imminent, is encouraged to consult the appropriate divisional or commanding officer.

If the officer thinks there is any chance of reconciliation, encouragement should be given to use the counselling resources available to both partners — for

example the Naval Personal and Family Service or chaplain.

Where the Serviceman or woman maintains that no reconciliation is possible, a change of married status category is not made until the N.P.F.S. has tried to ascertain the partner's view.

THREE MONTHS

Up to three months may now be allowed after the first interview before a change in married status category has to be made.

If there is no reconciliation (or if at an earlier stage it is clear that none is possible), the couple will be regarded as estranged. The change in category is made from the date this conclusion is reached or the expiry of the three month period.

Should there be a subsequent reconciliation, a change of category to C1 or C2 takes effect from the date of reconciliation — it cannot be made retrospective.

An official announcement — DC 303 — makes it clear that there is no compulsion on anyone to make use of these arrangements.

But if a Serviceman or woman prefers not to use them, MOD will have to decide the effective date of the estrangement by strict application of the rules — and to secure repayment where married benefits have been overpaid.

Until a change in marital status category is made, either during or at the end of the three-month period, entitlement to married quarters remain unchanged.

SPELT OUT

The procedure followed if notice to vacate a quarter has to be given is spelt out in the official announcement.

After the date of the category change, the notice period is usually three months, but in certain circumstances can be 30 days.



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A sponsored slim by four members of St Mary's Naval Wives' Association, Chatham, raised £40 which was used to buy electric model racing and train sets for the children's ward of Medway Hospital. The slimmers, pictured presenting the gifts, are (from left) Mrs. Jan Dash, Mrs. Ruth Day, Mrs. Betty Sharpe, and Mrs. Izzie Humphries. Mrs. Dash, who organized the slimming campaign, succeeded in losing 25lb.

Question of choice

Should Service families have the chance of partially-furnished or unfurnished quarters? This is a question which arouses strong views and gets a new authoritative airing in the latest report of the Armed Forces Pay Review Body.

The A.F.P.R.B. says it still considers the method of calculating furniture hire charges is appropriate, but it asks if the Serviceman should be given a choice of furnished, partially-furnished or unfurnished quarters.

"At present there is virtually

no choice and we know from our visits to Service units that this causes dissatisfaction among Service tenants, who see it as an unnecessarily paternalistic attitude on the part of Service management.

THEIR OWN TASTES

"Moreover, many of them have furnished; or would like to furnish, their quarters with personal belongings that accord with their own tastes.

"The question of individual choice is one that, in our view, should be given serious consideration by the Services."

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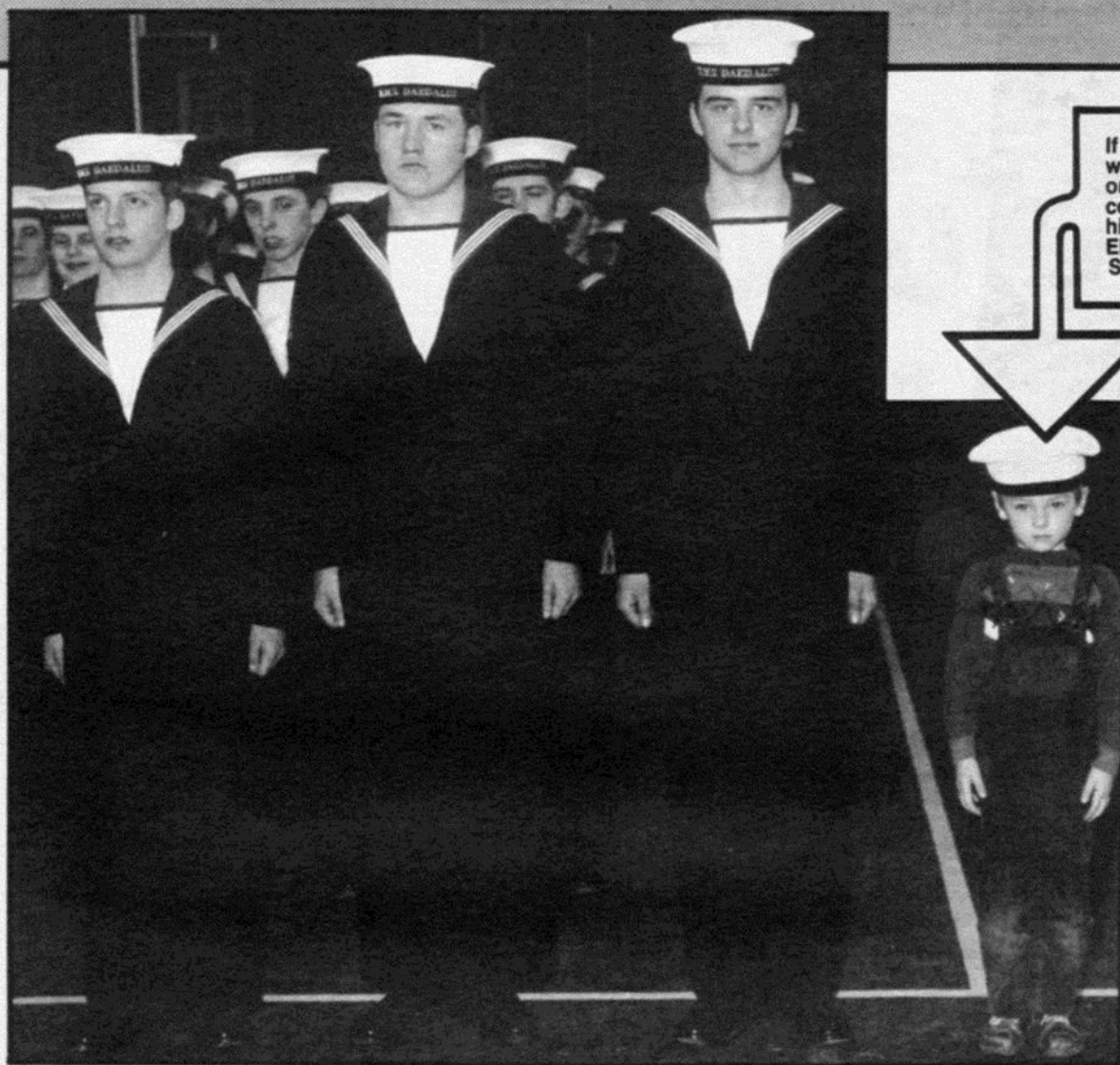
Anton Hanney

Business manager:

Lieut.-Cdr. Len Truscott,

MBE, RN (retd.).

FAMILIES



If the child is father to the man, David Gladders (four), will be a smart sailor when he is old enough to sign on. David, whose older brother Paul is serving as a cook in H.M.S. Lowestoft, got a taste of naval life when his Dad, ex-CPOPT Joe Gladders, took him to see EMA Darrell Stretton, a family friend, parade at the School of Air Engineering divisions H.M.S. Daedalus.

A talent for charity



Mrs Joyce Warne, pictured with her husband, FCAA Peter Warne, of H.M.S. Osprey, took up ceramics as a hobby 15 years ago little thinking that her talent would one day raise money for charity. Her work will be among that on view at the antiques fair, arts and crafts show at R.N. air station Portland on June 7 and 8. Proceeds of the event will go to King George's Fund for Sailors.

Why that 'rent' rise came as a nice surprise

It was a fair assumption that the latest report of the Armed Forces Pay Review Body would include news of a sizeable increase in accommodation charges, "frozen" since 1977.

In the event, the outcome must have proved surprisingly agreeable for many, particularly people living in married quarters, where there was a range of increases of between only 1p and 10p a day.

These small increases have come about as a result of a different formula for assessing accommodation charges. This is how the AFPRBN explains it:

The underlying principle remains that accommodation charges should be broadly in line with the amounts people in civil life would pay in similar circumstances. This is done by relating charges for married quarters to a combination of the average rents charged for local authority houses of similar standards; average rates payable for each type of quarter; a hire charge for the furniture and household equipment provided by the Services; and a charge for the cost of maintenance and decoration in as far as it exceeds local authority practice.

OFTEN MISUNDERSTOOD

"Because it is a point that is often misunderstood, we again draw attention to the fact that accommodation charges comprehend all these elements, which must be taken into account in any attempt to draw comparisons between Service and local authority tenants or to calculate the cost of buying a house on a mortgage as an alternative to occupying Service quarters."

Referring to its "major reservation" over the assessment of the rent element of the charge, the AFPRBN says, "It is based on local authority rents weighted according to the age, location and type (there are nine categories) of Service quarters."

"Our concern centres on the fact that the benefits

provided in return for the rental element of the charge do not now match those provided by local authorities for their tenants on whose average rents the rental element is based."

Local authority tenants effectively had long-term security of tenure, whereas Service tenants, by the nature of their tenancy and career, did not.

LONG TERM SECURITY

Long term security of tenure was reflected in local authority rents as a contribution to capital costs and it was debatable whether tenants of Service married quarters who lacked such security should be required to make a similar contribution.

"We believe it right, against this background, for the rent element of the Service accommodation charge to be abated so that it reflects only that element of local authority rents that relates to the direct costs of occupancy — that is, the running costs in terms of supervision and management and of expenditure on maintenance and repairs."

Rent elements assessed on this basis were incorporated in the accommodation charges recommended. As the charges for single accommodation bore a fixed relationship to those for married quarters, the benefits of the new method of assessment would apply to single servicemen and to servicewomen also.

Incorporated in the recommendations, too, was a rates element based on a wider analysis of average rateable values, which was believed to provide a more representative and equitable basis.



When Admiral of the Fleet Sir Terence Lewin, Chief of the Defence Staff, learnt that four of his staff were to receive Long Service and Good Conduct medals he presented the medals himself. He is pictured with one of the recipients, POCK Neville Abbott and Mrs. Abbott. Among others to receive LS and GC medals was his driver, C/Sgt Ken Crouch, R.M.



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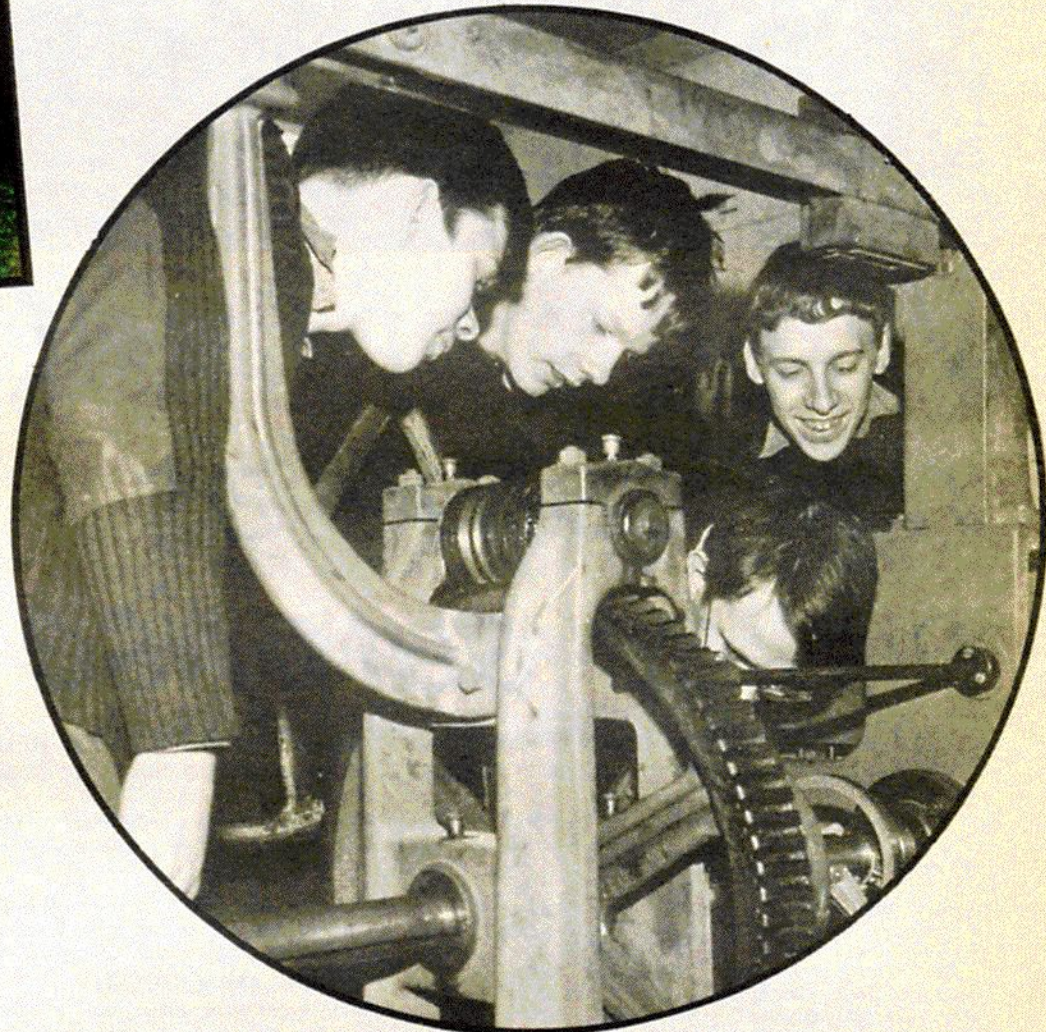
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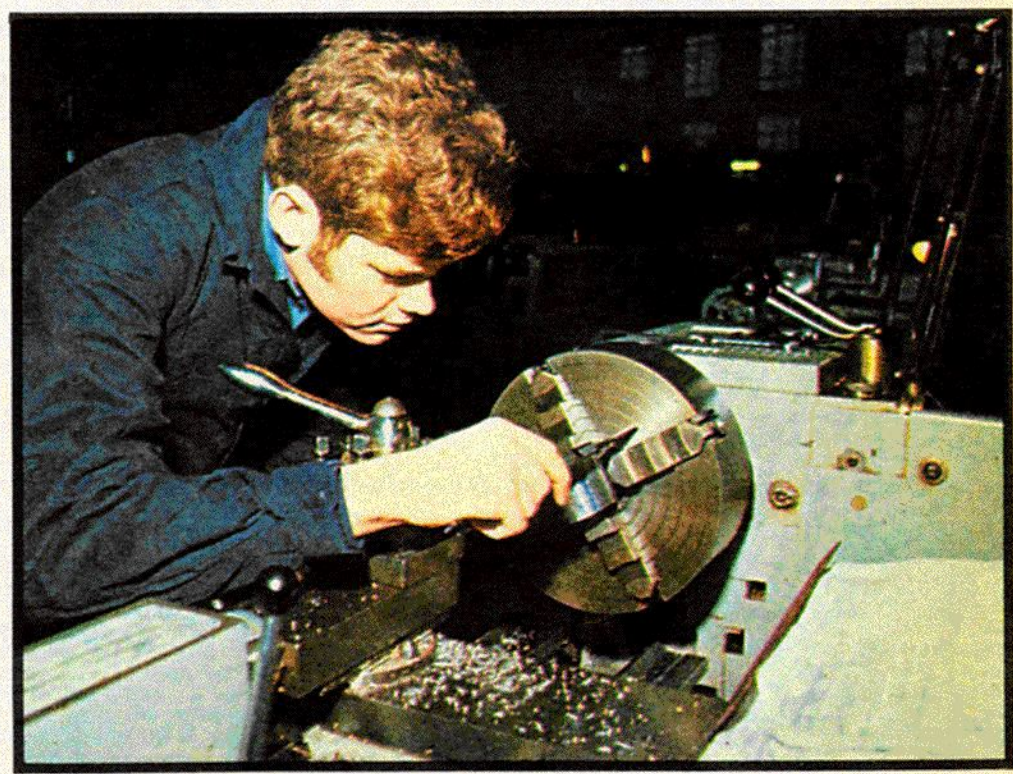


Left — The sparks fly as Apprentice Alan Kennedy carries out sheetmetal work craft training.

Today's tiffy: learning ten men's skills



Above — Members of 4 Class of MEA training are instructed in cable holder machinery on board the harbour training ship H.M.S. Eastbourne.



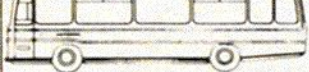
Circle above — Learning how it works are Apprentices Timothy Brown, John Murray, Stephen Maughan and Brian Murray, pictured in the Applied Mechanics Laboratory.

Right — Craft training forms part of the overall instruction given to MEA apprentices. Here Apprentice John Fowler is engaged on turning.

SOUTHDOWN

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"Stand by for 60-year-old tiffies." See Page 16.



Apprentices at Caledonia live in comfortable cabins like this. Pictured above are Apprentices Keith Dyson, Timothy Slann, Kevin Barrett and Martin Chapman.

Tiffies have been training in Scotland's H.M.S. Caledonia for more than 40 years — a period which has seen major alterations of syllabus to meet the ever-changing needs of the Fleet.

The modern Marine Engineering Artificer cannot hope to replace all the individual skills of at least ten tradesman categories phased out of the Royal Navy over the years, but his training embraces those skills, plus new ones, and he remains recognized as one of the best trained technicians of his kind.

In Caledonia, overlooking Rosyth naval base and the splendid Forth Road Bridge, the training of apprentices is divided into four areas — all equally important — marine engineering technology, academics, craft training and naval general training. Successful completion of the course results in the award of a Technical Education Council Diploma and recognition as a Technician by the Engineers Registration Board.

● Training ships

At present more than 350 apprentices are under training in Caledonia. Arriving from H.M.S. Fiscard after three terms' training (one year), their fourth term is spent on board the harbour training ships H.M.S. Eastbourne and H.M.S. Duncan which are berthed in Rosyth naval base and where an insight into shipborne life is gained and Auxiliary Machinery Certificates awarded.

Recently the Eastbourne had brake wheels fitted in place of propellers, allowing the ship to operate her main engines at high powers while berthed alongside the wall. This enables operation of machinery at high powers to be demonstrated.

● Term at sea

Terms five to seven are spent in Caledonia furthering all areas of training, and 8 Class spend the term at sea in the Dartmouth training ship. Sea training gives more shipborne experience, and provides a welcome and much-needed change of environment in the middle of a 40-month course of training.

Implementation of Engineering Branch Development into the training means that apprentices who joined after January, 1978, will find their training between 10 and 12 Class split between Caledonia and H.M.S. Collingwood, the bias depending on their sub-specialization of Mechanical or Electrical, within the Marine Engineering specialization.

● Range of skills

The craft training is designed to cover the wide range of skills which today's MEA is expected to have at his fingertips to maintain machinery and associated equipment and systems. His skills range from fitting and turning to forging, welding and GRP repair work.

Marine Engineering technology is progressed throughout the training and backed up by the harbour and sea training ship terms. Classroom instruction is enlivened by the availability of static, working and running machinery in the Steam and Gas Turbine shops and the Ship Systems room. The apprentices practise maintenance and fault diagnosis in parallel with classroom instruction.

● Academic training

Academic training which permits the apprentice who achieves "merit" standard to gain GCE A level exemptions, is completed by the end of 7 Class. The naval general training is designed to prepare the

apprentice to take his place as a senior rating a year after leaving Caledonia.

The establishment boasts a wide range of thriving clubs — from motor-cycling and model making to mountaineering and canoeing — and its sports teams are active in all the local and Service leagues.

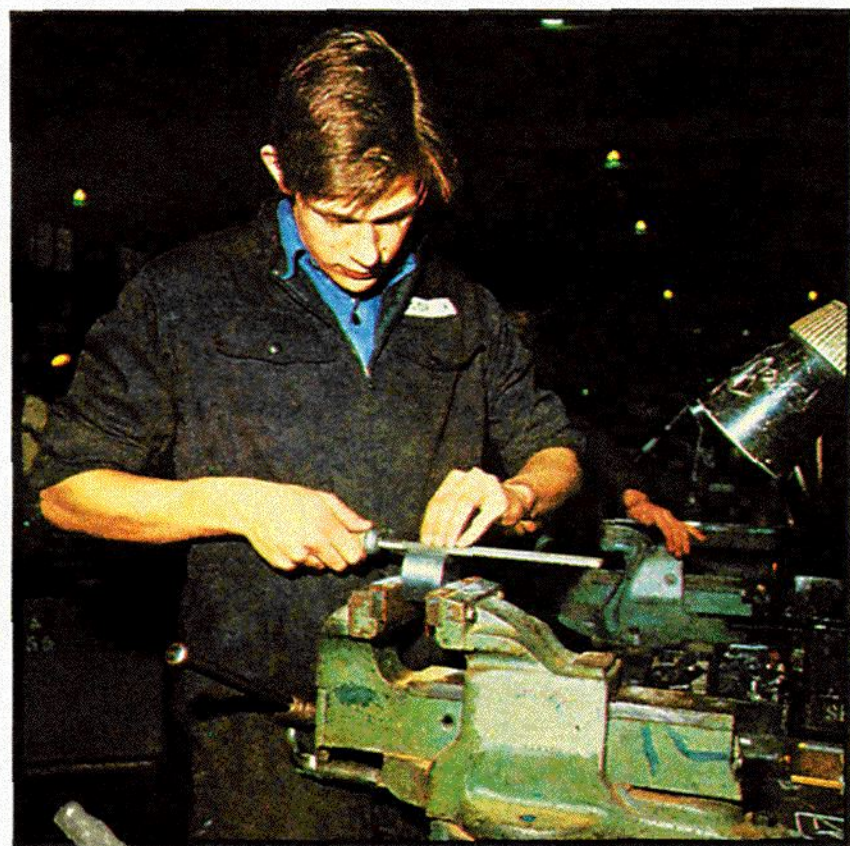
Caledonia also houses the Upper Yardmen Educational Unit. At present there are 43 ratings, provisionally selected for promotion, doing O and A level GCEs under an educational draft which permits them to study full time for the required qualifications. The unit is due to move to Collingwood.

● Hull course

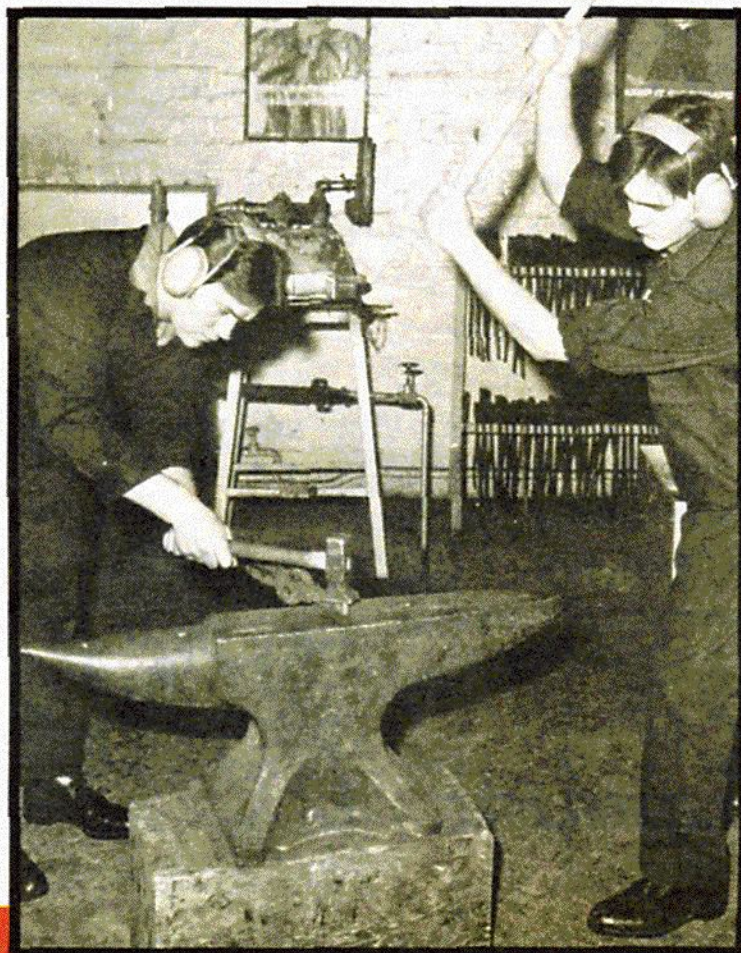
The Hull Adqual course also finds its home in Caledonia. Designed to fill a gap created by the demise of the MEA(H), MEAs and Mechanics undertake a 14 or 21-week course, depending on their sub-specialization, which prepares them to fill Hull billets in Fleet Maintenance Units and at sea. The course is planned to move to H.M.S. Sultan in 1981.

Caledonia houses senior rates from submariners and ships refitting in Rosyth, and provides various Command facilities, including a swimming pool, 30-metre full-bore range and the Rosyth saluting battery, whose oldest gun has just celebrated its 100th birthday.

The Marine Engineering Artificer training commitment is planned to move to Sultan in a few years.

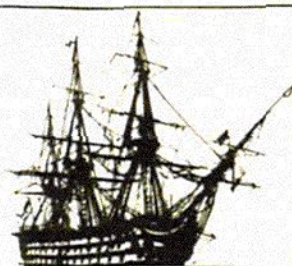


Above — Busy on fitting work as part of his craft training is Apprentice Edward Copsey.



H.M.S. Victory "Shop".

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contains photographs of most of the goods that are available by mail orders.

The list includes: pottery, brass & copper, prints, etchings, postcards, colour slides, pewter tankards, books etc.

Catalogue (price 12p) from
Business Manager, H.M.S. Victory,
Portsmouth, PO1 3PZ

Swinging time!

Swinging their hammers (and protecting their hearing) during blacksmith craft training are Apprentices Gary Coomber and Frank Creasey.

“I just wanted to roll up my sleeves and show them what I could do.”



When you have completed your service with the forces, it's only natural that you're thinking about the future. What you may not realise is that the training you've received in the forces—training which has given you qualities of leadership, discipline and adaptability—is an ideal grounding for a future Manager with Rank Leisure.

Being already receptive to new ideas, you'll quickly benefit from the best training in the Leisure business, and, in a very short time, you could be successfully managing one of our Top Rank Bingo and Social Clubs. You'll be entertaining people in large numbers, as well as ensuring that everything behind the scenes runs smoothly. And this is where your versatility comes in; for your responsibility will cover a whole host of functions, which includes staff administration and training, catering and bars, as well as promoting your Club. It's a unique and challenging job; but then you'll be used to challenges.

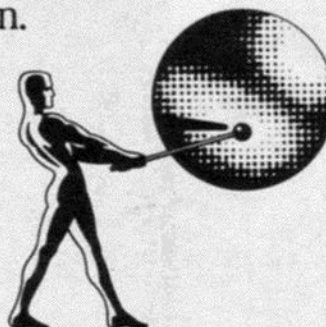
With your experience, a necessary degree of flair and initiative, and, above all, a determination to make the grade, you'll be delighted to find how successful the transition back into civvy street can be. Chris Pope, General Manager of the Top Rank Club in Halifax was, and he's quick to tell anyone his own personal success story:

“I'd had a thorough training during my time in the services, and just wanted to roll up my sleeves and show them what I could do.”

Chris' achievement has been repeated time and time again by people from every branch of the services. So the proven track record is there to be seen.

Starting salary is £3,764 (more if you work in London) and you will also participate in a bonus scheme, plus overtime opportunities. We are pleased to offer careers to both men and women.

Please write or 'phone for further details to the Recruitment Manager, Rank Leisure Services Limited, 7 Great Russell Street, London WC1. Tel: 01-580 2010.



RANK LEISURE

Princess inspects London's pride



Princess Alice, Duchess of Gloucester, inspects the guard of honour during the rededication of H.M.S. London in Portsmouth Naval Base on April 25. The Princess was principal guest at the ceremony and cut the rededication cake with the assistance of the ship's youngest rating, JMEM Peter Doe. Princess Alice launched the guided missile destroyer at the Wallsend yard of Swan Hunter in 1961. H.M.S. London has just completed a year-long refit.

Cardiff all set to be a TV star

H.M.S. Cardiff could be in for star treatment when a new B.B.C. television series reaches your screens. Shots of the Navy's latest Type 42 guided missile destroyer may be used in the opening sequence of a seven-part documentary called "Sea Power."

Amazon guard for the mayor

Members of the ship's company of H.M.S. Amazon formed the Guard of Honour at the mayor-making ceremony at Southampton Guildhall on May 20.

The Amazon, under the command of Cdr. Tony Peters, visited Southampton, which has adopted the ship, from May 20 to 22.

At the conclusion of the visit, Councillor Patrick Allan, the newly elected Mayor of Southampton, took passage in the frigate down Southampton Water, disembarking by helicopter.

One of eight Type 21 frigates, H.M.S. Amazon was built in the Woolston, Southampton Yard of Vosper Thornycroft. She was launched by Princess Anne in April, 1971 and was commissioned at Southampton in the presence of the Princess in 1974.

Although now based in Plymouth, the ship has maintained a close liaison with her adopted city.

Minerva in Spain

H.M.S. Minerva visited the naval port of Cartagena in Spain, where flying demonstrations of the Lynx helicopter were given.

Earlier, she had handed over surveillance of the Kiev group to H.M.S. Dido and paid a brief visit to Lagos (Portugal) before taking part in the NATO exercise Open Gate in the Mediterranean.

The Cardiff will also be featured in an episode dealing with the evolution of the cruiser class of warship. Admiral of the Fleet Lord Hill-Norton, former Chief of Defence Staff and Chairman of NATO's Military Committee, will present and narrate the series, to be screened next year.

H.M.S. Cardiff, meanwhile, has paid her first visit to the City of Cardiff.

The day got off to a flying start when the ship's Lynx helicopter picked up the Lord Mayor and Lady Mayoress at City Hall and took them to the ship waiting in the Bristol Channel for the afternoon tide.

MUSICAL WELCOME

As the Cardiff entered Queen Alexandra Dock she was welcomed by the entire city council and the Band of the 3rd Battalion Royal Regiment of Wales.

Capt. B. N. Wilson, the commanding officer, and the Lord Mayor, went ashore to meet men from the ship's company who had cycled from Portsmouth, raising more than £700 for a Cardiff hospital for handicapped children.

More than 200 of the ship's company attended a civic dinner at which the warship was presented with a pair of engraved decanters and a silver trophy.

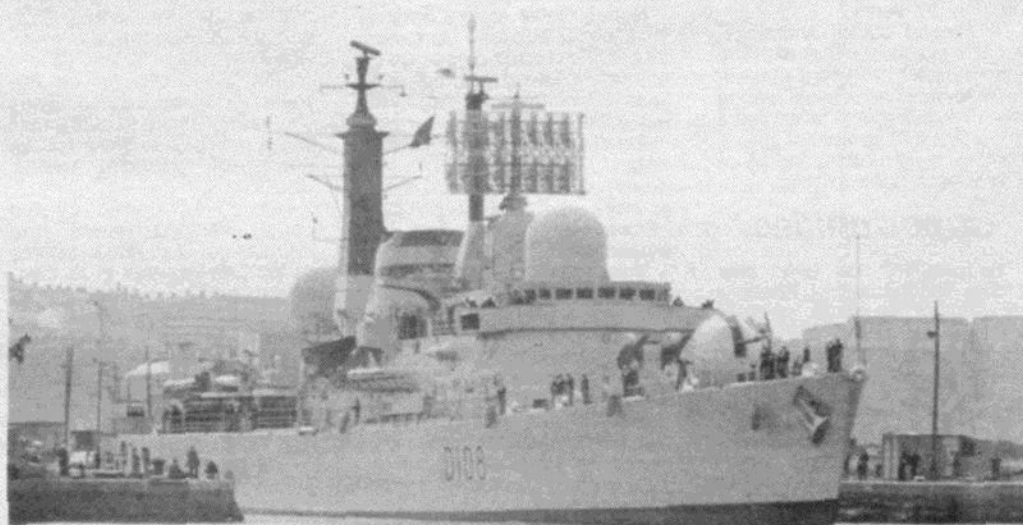
MASSIVE QUEUE

When the ship opened to visitors, 5,400 turned up — forming a queue which stretched to the dock gates and extended the open time by two hours!

Other activities during the six-day visit included visits to a colliery and police headquarters, and many sporting fixtures, of which the highlight was a 16-4 victory by the ship's rugby team over Llandaff Veterans.

Two other enjoyable events during the visit were the opening by Capt. Wilson of T.S. Cardiff, the new Cardiff Sea Cadet headquarters, and a party at Rose Villa, Ely Hospital for Handicapped Patients, at which the star attraction was a cake baked in the ship.

● Cardiff cyclists — see Page 35.



H.M.S. Cardiff enters Queen Alexandra Dock, Cardiff, at the start of her first visit to the city from which she takes her name.

Manchester launching

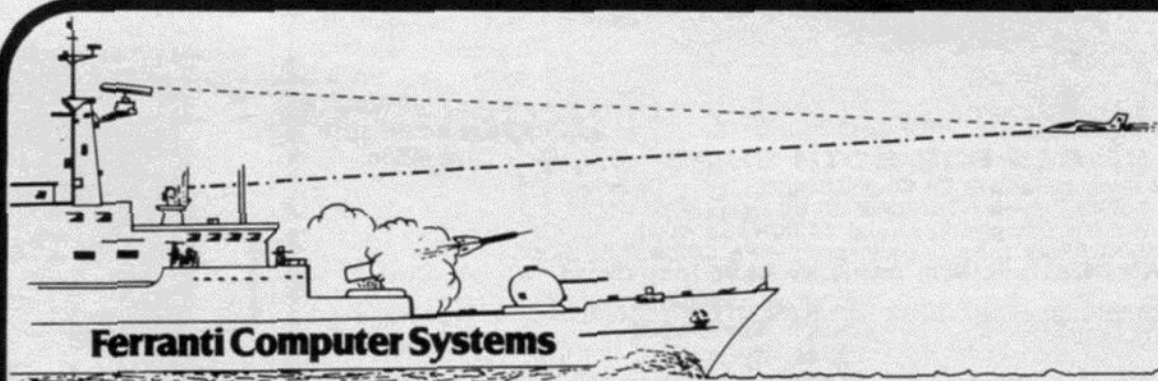
H.M.S. Manchester, a "stretched" Type 42 guided missile destroyer, is to be launched from Vickers Yard, Barrow-in-Furness, on August 27. Members of the crew of the last H.M.S. Manchester, which was sunk off Cape Bon in August 1942, are invited to apply for tickets to the launch to the Personnel Manager, Vickers Shipbuilding Group Ltd., Barrow Shipbuilding Works, P.O. Box 6, Barrow-in-Furness, Cumbria LA14 1AB.

'H.M.S.' Benefit won't go to sea

"H.M.S. Benefit" has joined the Navy — but she'll never put to sea. For H.M.S. Benefit is a Type 22 frigate main machine simulator installed for training purposes in H.M.S. Sultan.

The simulator, which is linked to a computer and behaves exactly as if it were controlling real machinery, was "commissioned" at Parsons Block by Mrs. K. V. Hadow, wife of the Captain of H.M.S. Sultan.

"H.M.S. Benefit" is the third simulator to be installed in Sultan. In 1968 "H.M.S. Buckinghamshire," a County-class destroyer analogue system simulator, was installed and in 1973 "H.M.S. Aylesbury," a Type 21/Type 42 system was commissioned.



Ferranti Computer Systems

There are over 50 Ferranti Computer Systems at sea so far and on this sound base of proven experience we are expanding to cope with new contracts for home and overseas. Future systems will incorporate our new powerful main processors and microprocessors and will utilise distributed processing and advanced system design techniques.

If you are looking for job interest, more technical responsibility and project work that will stretch your ability then come and talk to the Systems Design and Evaluation Group. We have vacancies at Bracknell and in the Portsmouth area. There are also opportunities for long and short term periods of trials work on site with attractive allowances.

Ideal applicants will be qualified to degree level and will have digital systems experience. Those successful will be made responsible for overall systems design, definition and specification, the interfaces between Ferranti and other manufacturers' units, cabling, alignment and setting to work schedules, trials work and performance analysis.

Suitable training is offered on Ferranti hardware, software and systems design methodology.

We offer competitive salaries which are reviewed annually, paid overtime, a productivity bonus scheme, flexible working hours, assistance with relocation expenses and a good pension scheme.

Write to the Personnel Officer, Ferranti Computer Systems Limited, (Bracknell Division), Western Road, Bracknell, Berkshire RG12 1RA, or ring Bracknell (0344) 3232 ext. 471. Please quote ref. no. B/18/NN.

These appointments are open to male and female applicants.

FERRANTI
Computer Systems

GET WISE ON **DCI's**

Stand by for 60-year-old sailors . . !

Artificers and mechanics are to have the opportunity of a "lifetime" job with the Royal Navy, and the Admiralty intend to offer similar engagements in shortage categories at a later date.

Last year saw the introduction of engagements of ten years beyond 22 years' service, and approval has now been given for engagements of 15 years beyond 22. Some sailors could now be serving up to the age of 60.

Extension of the scheme to other categories will be dictated by long-term manning considerations.

There are four options for ratings eligible. These are:

- Continuance in service for 15 years to "guaranteed 37 years' service." Successful applicants will continue to be fully draftable.
- Continuance in service for 10 years (a third 10) followed by five years' extended service.
- A Fifth Five followed by ten years' extended service.

(d) Fifteen years' extended service.

All service under these options will be reckonable for pension purposes up to a maximum of 37 years.

A second official announcement emphasises that with the introduction of 15 years' guaranteed service past normal retiring age it has become even more important that personnel should have a clear understanding of the options open to them.

Opportunities

A summary has been prepared, for the widest possible distribution, being of special interest to ratings within 18 months of completing time for pension. These are the opportunities as set out:

All ratings (including artificers and mechanics) —
Fully draftable (sea or shore service) — Fifth Five possibly

followed by Sixth Five (exceptionally Seventh Five), the number permitted being dependent upon manning situation within branch.

Non-draftable (shore service in a special billet) — Up to five years' extended service, normally followed by further five-year periods up to age 55 (exceptionally 60).

Artificers / mechanics only:

Fully draftable (sea or shore service) — Third Ten, possibly followed by Seventh Five; or guaranteed 37 years' service.

Non-draftable (shore service in a special billet) — Guaranteed ten years' extended service, normally followed by five years up to age 55 (exceptionally 60) but not in over-subscribed preference draft areas. Or —

Guaranteed 15 years' extended service (exceptionally continuing to age 60) but not in over-subscribed preference

The aim of this regular feature is to give a general impression of the new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.



'And some of your Golden Oldies had better get a trim before next Divisions!'

draft areas. 'The Mixture' (fully draftable followed by shore service in a special billet). Or —

Fifth Five followed by five years' extended service. Every effort will be made to draft a man to his preference area for his period of extended service. Or —

Fifth Five followed by ten years' extended service (the chances of extended service period being served in an over-subscribed preference draft area are not high). Or —

Third Ten followed by five years' extended service. Every effort will be made to draft a man to his preference area for his extended service period.

Conversion

The announcement goes on to point out that men serving on a Fifth or Sixth Five or Third Ten can apply to convert their engagements into any of the appropriate longer engagements described above.

DCI (RN) 272 and 273

Manual

Volume I of the revised Admiralty Manual of Seaman-ship is now being published. An announcement gives the scale of issue of the manual, BR 67(1), (2), (3) and (4).

It also gives the following forecast publication dates: Volume II, February 1981; volume III, Spring 1982. This will be followed by volume IV.

DCI (RN) 279

Driving hours

Although drivers of Service motor vehicles are legally exempted from the statutory restrictions on driving and working hours, it is Ministry of Defence policy to comply with statutory limits whenever practicable, subject to operational, training, or emergency requirements.

DCI (RN) J 282

Award scheme

The Duke of Edinburgh's Award Scheme offering to young people "a challenge of endeavour and achievement" is encouraged in the Royal Navy. In many cases new entrants will already have entered the scheme while at school, and will find further assistance within the Service.

DCI (RN) 270

Funeral grants

Approval has been given for funeral grants to be increased from £40 to £120, and from £70 to £190. In addition, when a Service burial takes place in a family grave, a Service headstone may now be provided at public expense.

DCI (RN) 271

O.B.E. award

In recognition of distinguished service in Northern Ireland, the O.B.E. has been awarded to

Col. J. M. C. Garrod, Royal Marines.

Mentions in Despatches go to Cpl. P. McGlynn and Marine R. Filton.

DCI (RN) 256

Salvage award

A salvage award has been made to H.M.S. Fife for service rendered to the fishing vessel Oulton Queen on June 6 and 7 1978.

DCI (RN) 274

Queen's birthday

Observance of the Queen's official birthday will be on June 14 for 1980, and June 13 for 1981.

DCI (RN) 250

Air show

Farnborough International Air Show for 1980 will be held from September 1 to 7.

DCI (RN) J 263

Merger

During the next two years the quality assurance functions of the Directorate of Weapons Production (Naval) will be amalgamated with the Directorate of Naval Ordnance Service. Further studies are under way to effect a total merger of all activities of both directorates.

DCI (RN) J 266

BUY A REAL PIECE OF H.M.S. ARK ROYAL OR H.M.S. EAGLE



PRICES FOR BOTH SHIPS

Replica 2/8 Rum Measure £4.30 (p&p 40p)
Decorative 1 Pint Copper Tankard £6.90 (p&p 40p)
Decorative 1/2 Pint Copper Tankard £4.90 (p&p 40p)
2 1/2 in. Handbell £3.20 (p&p 30p) Paper Knife £2.50 (p&p 30p)
3 in. Handbell £4.90 (p&p 40p) Ash Tray £1.90 (p&p 30p)

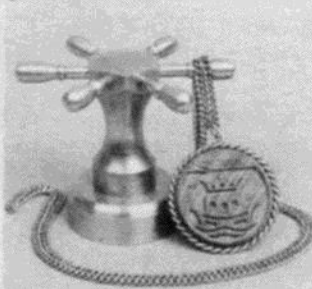
An extended range of items bearing specially commissioned medallions cast in metal taken from H.M.S. ARK ROYAL and H.M.S. EAGLE are now available. The photograph shows 'ARK' items, the EAGLE items have a "Spread Eagle" medallion.



The now renowned Marine Artist Robert Taylor has added a magnificent full colour print of H.M.S. KELLY to his range of low cost naval prints; he painted the ship several times and the picture chosen for "H.M.S. KELLY," at £4.95, joins the "H.M.S. ARK ROYAL" print at £3.45 and the "LAST PHANTOM" at £2.20. Post and packing on up to any five prints is 50p

Robert Taylor's ship paintings are particularly striking and if you have an "ARK" print then the new "KELLY" print makes an excellent pair.

A small change in design has enabled us to make a few more Capstans from ARK ROYAL metal at £14.50 (p&p 50p) and the Pendant made from ARK ROYAL timber has been redesigned and is now available at £2.50 (p&p 20p). Keyrings are still £1.10 (p&p 10p).



Make postal orders and cheques payable to: TRESWAY LTD. and address orders to: TRESWAY LTD., RIDGE END, STANTAWAY HILL, TORQUAY

WQ TEST FOR SENIOR RATES

A Seaman Group warfare course is being introduced for senior rates, in order to broaden the warfare knowledge and expertise of those drafted to sea as the senior rating of their sub-branch.

It is intended to selected one senior rate per Seaman sub-branch per ship where more than one chief or petty officer of that sub-branch is borne.

In addition, all CPO OPS(EW) will normally be selected for the course before being drafted to sea. For drafting purposes only, ratings who successfully complete the course will be noted as WQ (Warfare Qualified).

Effectiveness

It is expected that the introduction of WQ senior ratings will lead progressively towards a build-up of expertise on specific equipments at the senior rate level and so provide a significantly improved contribution to the operational effectiveness of ships in the Fleet.

The official announcement points out that it is important that the WQ senior rating is not confused with the previous instructor rate whose training was radically different, since that embraced all the major equipments manned by a sub-branch, but was insular in relation to other sub-branches.

DCI (RN) 260



'What they mean is your Work's Quadrupled!'

Navy slings its hook — 150 miles inland!

The Royal Navy is making its presence felt in an area of the Lowlands 150 miles from the sea. Although only ten strong, the R.N. Element at the Headquarters, Allied Forces Central Europe have achieved recognition in the sporting life of South Limburg in the Netherlands.

At the AFCENT H.Q. in the small town of Brunssum, tasks of the Naval and R.M. personnel include communications, administration and driving — but the element also brings colour to the recreational life of the multinational community.

AFCENT's soccer, rugby, hockey, cricket and shooting teams are all blessed with a sprinkling of nautical types, while the Scout troop is run by Corporal Roberts of the Royal Marines.

bowls team composed of members of the R.N. Element and the equally small U.S. Navy contingent.

Ipswich shows the flag

Ipswich will show the flag from September 13 to 20 when naval societies in the area combine to launch the first ever Suffolk Navy Week to raise funds for naval charities and to recruit new members.

Included in the week's events will be a dance, a march through the town, a memorial service at Lowestoft and shop window displays supported by naval stalls at Ipswich Town Hall.

Those wishing to attend or who have naval mementos to put on display contact ex-PO G. J. Mack, 2 Everton Crescent, Ipswich, Suffolk, IP1 6DB, telephone Ipswich 41002.

DARTS TEAM

A Naval and R.M. darts team — "The Hookslingers" — has completed a successful season in the South Limburg Darts League, bringing the Navy into contact with the Dutch community.

Integration with local people is made easy by the fact that almost the entire population speak English articulately, and their natural friendliness results in a friction-free Service-civilian relationship.

This summer, international relationships were being further promoted by the formation of a

B Flight, 824 Squadron on R.F.A. Fort Austin. In this picture helicopter 81 is on the emergency landing deck while its companion has alighted on the main flight deck. Since the partnership with B Flight began the ship has been involved in a Mediterranean exercise.



Happy landing for B Flight

The two Sea King helicopters of B Flight, 824 Naval Air Squadron, have been undertaking their first operational sorties from their new home — R.F.A. Fort Austin.

The flight was formed at the R.N. air station Culdrose shortly before last Christmas and embarked in the Fort Austin on February 7.

Following shakedown and basic operational sea training off Portland, the ship took part in Exercise Springtrain, followed by an independent exercise and a visit to Gibraltar.

Last month she took part in Exercise Open Gate, visiting Taranto and Corfu before returning home.

A major stage in the building of a new Fleet maintenance complex at Portsmouth has begun with the driving of the first pile by the Port Admiral, Rear-Admiral Paul Bass. The pile-driving marked the start of work on the new jetties for the complex which will provide improved facilities for the day-to-day maintenance of warships.

Two special, first-day covers have been commissioned by the Forces Help Society and Lord Roberts Workshops to celebrate the organisation's 80th anniversary — and the 80th birthday of its patron, Queen Elizabeth the Queen Mother.

The basic cover is available at £1.20 and a cover containing a souvenir crown to be issued by the Royal Mint will cost £2.20. Orders should be sent to the Lord Roberts Philatelic Appeal, Liege House, Marshfield, Chippenham, Wilts. Proceeds

NAVY NEWS IN BRIEF

will go towards the society's work for ex-service men and women.

Men of the wartime mine disposal unit who were honoured by King George VI in 1939 returned to H.M.S. Vernon as guests of the Captain of the establishment, Capt. Keith Sutherland.

The anti-mine team Capt. R. C. Lewis R.N. (Retd.), Cdr. J. G. D. Ouvrey R.N. (Retd.) and former AB L. Vearncombe — were presented with D.S.O.s and the D.S.M. respectively by the King in Vernon. Also at the reunion was Mrs. M. Ryan, whose husband died in a mine disposal operation.

A routine Wasp helicopter sortie from the R.N. air station Portland ended in a rousing welcome for the pilot, Lieut.-Cdr. David Pomeroy. On his return his colleagues were waiting to celebrate his achieving 3,000 accident-free flying hours. Lieut.-Cdr. Pomeroy, who joined 703 Naval Air Squadron as senior pilot in February, is responsible to the squadron's commanding officer for the training of Wasp pilots.

A 4in. gun tampion from the Battleship H.M.S. Revenge has been presented to the Polaris submarine which bears the same name. While on a visit to H.M.S. Dolphin, former Royal Marine Colour Sgt. E. W. Bull handed over the tampion to two crew members of the boat, CPOs Nigel Pritchard and Andrew Munro. Colour Sgt. Bull was given the tampion while serving in the battleship in 1931-34.

B.B.C. Radio's "Any Questions?" was broadcast from the R.N. Engineering College, Manadon as part of the college's centenary celebrations. The panel, chaired by David Jacobs, included Capt. Julian Oswald, the next Captain of Britannia Royal Naval College, Dartmouth.

CPO's from Gannet, the Royal Naval Unit at Prestwick, entered into the spirit of the occasion when they toured Bell's whisky-bottling plant at Broxburn.

Maj.-General H. E. N. Bredin, Colonel of the Royal Irish Rangers, visited H.M.S. Antrim to tour the destroyer and meet members of the ship's company. The Royal Irish Rangers are the Antrim's affiliated regiment.

H.M.S. Eskimo is to take part in celebrations marking the 70th anniversary of the Royal Canadian Navy at Halifax in July. British connections with the Nova Scotian port go back to 1749 when the city was founded.



STORMPROOFING

Duffle coats and winter woolies can protect you against the worst of weather, but who protects the duffle coats? Why Naafi of course, with a big-cover insurance specially devised for the personal possessions and household effects of Service people.

How much cover do you need?

Naafi's instant insurance has four choices of cover, one of which is sure to suit you.



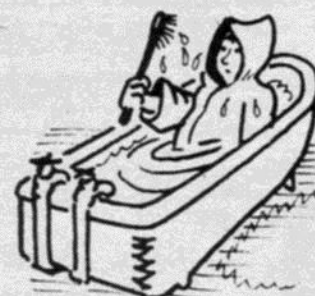
Where will you need it?

The insurance operates worldwide and includes loss or damage whilst in transit.



When will you need it?

Immediate cover is available as soon as you fill out the application form obtainable from your nearest Naafi shop or certain supply officers.



Instant Insurance through NAAFI - the ideal way to weather the storms

Snookered mess

Senior rates serving in H.M.S. Inskip, Preston, are looking for a full-size snooker table — but they do not have enough for even a second-hand one (approximately £2,000). They "do not want charity" but if any mess or organisation can help would they please contact FCWEM Bell on Preston 690381, ext. 24.

Princely visit

Highlight of a week of celebrations to mark the 150th anniversary of the commissioning of H.M.S. Excellent will be a visit by the Prince of Wales to review Royal Divisions on Wednesday June 11.

About 250 members of the Royal Navy and WRNS now serving in the shore establishment will be on parade, under the command of Capt. Richard Bethell. Also on parade will be about 100 members of the Queen's Regiment, with which Excellent is affiliated.

Now the School of Naval General Training, H.M.S. Excellent will be holding an anniversary tattoo on the evenings of Thursday, Friday and Saturday, June 12, 13 and 14, which will include some 20 displays demonstrating the history and present role of Whale Island.

The tattoo will include parachuting, firefighting and firework displays, runs by Portsmouth Field Gun crews and music by bands from the Queen's Regiment.

The tattoo will start at 9.30 p.m. each evening. The best seats can be reserved at £2 and are obtainable from the Anniversary office in H.M.S. Excellent. Unreserved seats at £1 will be available on the night.

WHALEY: ALL GAS,

150 years of H.M.S. Excellent

For 85 years naval gunnery was taught on Whale Island. Great expansion in training came with the Second World War and continued on a reduced scale during the 1950s and 60s.

But times were changing. The last Long Gunnery course finished in 1972 and, with the establishment of the School of Maritime Operations in H.M.S. Dryad, Excellent took on a new role.

It became the School of Naval General Training, responsible for training officers and ratings in leadership, ceremonial, internal security, damage control, firefighting and man management.

It is the home of the Naval Weapons Trials organisation, whose members fundamentally act as "quality assurance inspectors" of the modern Navy's weapon and communications systems.

It provides a home for the R.N. Display Team, whose 60 junior ratings tour the country from May to November giving displays; for the Portsmouth Field Gunners who practise their tough trade there before moving on to the Royal Tournament in London; and for the Fleet Photographic Unit, with its task of providing world-wide service to the Navy.

Part of the Excellent organisation is the Phoenix NBCD, damage control and firefighting school, where each year about 10,000 officers and ratings receive instruction.

The Regulating Branch became associated with Excellent in 1949 when, after many moves, the R.N. Regulating School finally settled there.

Ceremonial expertise housed on the island has been appreciated by the thousands (and millions through television) who have watched Excellent-trained sailors taking part in London State occasions, including the funerals of the famous.

These are just some of the roles of today's Excellent, island establishment which has impressed its character on generations of Navy men and women.



HOUSE JACK BUILT

How about this for a married quarter? In the 1860s there was constructed on Whale Island what became known as "The Excellent House that Jack Built." The centre portion was used as accommodation for a senior gunner and his family, and the two wings for accommodation and storage spaces for officers and seamen under instruction.

It was probably the scene of the first mess function on the island. In this house too was born a son, Jack, to Mrs. Helen Tribe, wife of CPO William Tribe. The Tribe family maintained a close connection with Whale Island until after the Second World War.

THE NAVAL PLATE & TANKARD OF 1980

IN SOLID HEAVY HANDCAST PEWTER

THE BATTLE OF THE RIVER PLATE

H.M.S. ACHILLES * H.M.S. AJAX * H.M.S. EXETER * GRAF SPEE

Both the Tankard and the Plate are deeply engraved with a detailed and accurate track chart of the action, with much of the detail about times of opening fire and the other major incidents of the battle incorporated into the design.

The Battle of the River Plate was the first action of the war to take hold of the public imagination and makes a very proper choice as the subject of the Naval Plate and Tankard in 1980.

Each Tankard and Plate is numbered and is thus unique, and Tankards and Plate

can be bought together or separately. The first fifty pairs will be available with matched numbers.

The Naval Plate costs £22.50 (Part p&p £1) and the Naval Tankard £18.50 (Part p&p £1). Please fill in the order quickly, orders will be dealt with (and registered numbers allocated) in the order of arrival, although the items will be available throughout 1980.

We would also like to know what subject you think should be used next year, and would like to know this even if you are not ordering now.



Please send me —

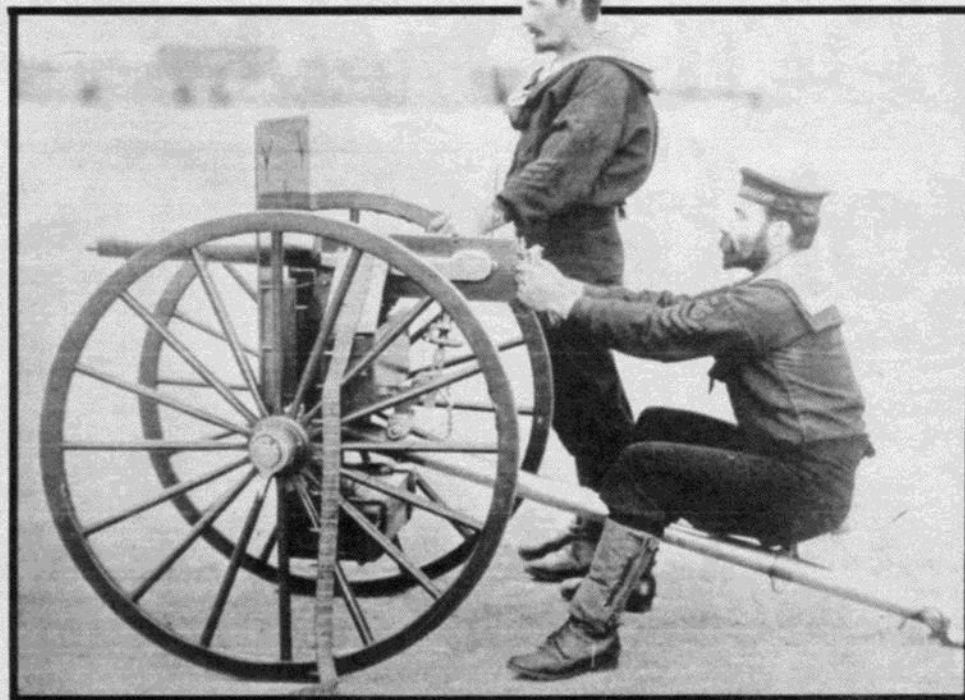
..... Naval Plate(s) at £22.50p&p.....

..... Naval Tankards at £18.50p&p

Make cheques and Postal Orders payable to Tresway Ltd. and send to Ridge End, Stantaway Hill, Torquay.

PLEASE REMEMBER TO INCLUDE YOUR OWN ADDRESS

GUNS AND GAITERS!



● Above, left: H.M.S. Excellent is "home" for the Portsmouth Field Gun Team, one of the three which take part in the popular contest at London's Royal Tournament each year. Here crew members from Portsmouth practise their tough, spectacular art.

● Above, right: This picture from the new book, "Whaley", reviewed below, is splendidly evocative of a past age. It shows a couple of old-timers at drill on the Maxim gun.

● Far left: A gunners party afloat in about 1888. Sennit hats were worn until after the First World War.

● Left: Whale Island from the air.

A bed of roses — or of nails?

"Birthplace of the giants" may sound exaggerated in describing H.M.S. Excellent. But this Royal Navy establishment at Whale Island, Portsmouth, played an outstanding part in hammering the post-Nelsonian Service into a modern fighting machine.

To mark the 150th anniversary of the commissioning of H.M.S. Excellent, Captain John G. Wells has written its story. This has, of course, been done before, but on the basis of previous histories and on new research, coupled with contributions from serving and retired officers, the author has compiled a fitting tribute to a remarkable organization.

Before the old "wooden wall" Excellent became the Navy's Gunnery School, she was an old three-decker in reserve. To fulfil her new role she was moored off the north-west corner of Portsmouth Dockyard with her port broadside pointing up Fareham Creek. Later came two more floating Excellents.

Revolution

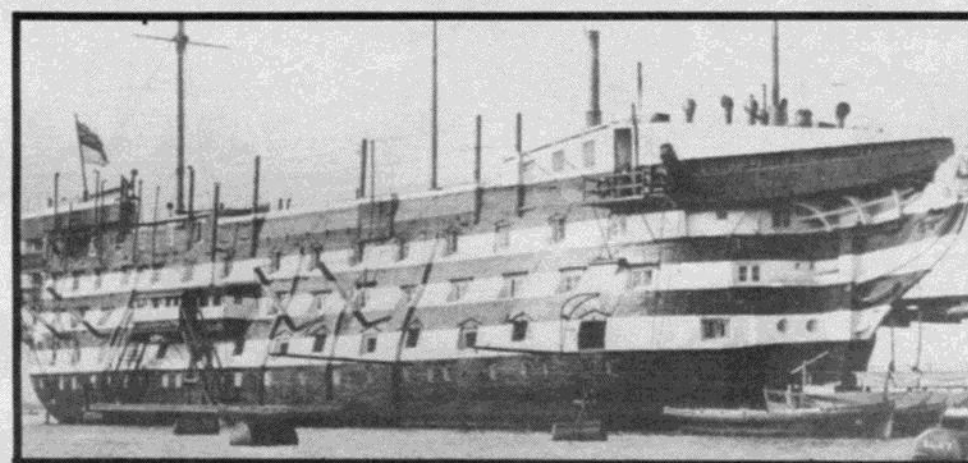
Eventually, a mud bank in Portsmouth harbour was reclaimed to form an island, and from the name of "Waley" (as it was known on the charts) became Whale Island.

The influence of Whale Island lay in the emergence of the naval gun, bringing a revolution in ships, strategy — and above all — training.

This is one opinion of Excellent:

"I was very happy at Whale Island. I loved the place, the traditions, the orderliness. I loved the sound of the band at morning Divisions, the smell of gun oil, of the sea, and of the roses in the Captain's garden."

That would be regarded as a somewhat romantic view of the place, where in other regimes the "all



This was the H.M.S. Excellent — moored in the harbour — of 1860.

gas and gaiters" image produced an establishment which was marvellous to get out of.

"I just couldn't see," said one victim, "why it was necessary to reduce everyone under training into a state of total misery."

However, between these extremes, gunnery training in the Navy brought out some outstanding personalities whose dedication, drive and vision created the biggest and most efficient fighting machine in the world at the beginning of this century.

Right from the start, the success of gunnery training brought other dividends.

In 1832, two years after the commissioning of the Excellent as the Navy's gunnery school, the Service introduced the first permanent profes-

sional career for seamen, changing over from voluntary enlistment as required, to a "permanent corps" with "renewable engagements and advancement according to merit."

The Navy at last was to be efficiently manned, and it was the Excellent which brought this about.

The name of Jackie Fisher is identified with the Gunnery School breed, who dominated the Service (and promotion channels) for years.

"Zeal" is a quality which is not always easy to live with at any time. In peace it means no peace, and in war could be a quick passport to a post-humous decoration.

It has to be remembered, however, that at Excellent new traditions were being built up in a transformation which had all the pride and the

problems now hitting society with the advent of "chip" technology.

Today's fear and resistance to change was no less in evidence then, and the progressive Navy thinkers in the early days had to battle for the Excellent as well as within it.

Astonishing though it may seem, there were those still around "at the top" who did not understand all the new gunnery jargon, and who tried to close the place down.

Had they succeeded, another would have had to be born — just as the "permanent Service" concept was inevitable sooner or later — but at Whale it was all happening, with at least some of the right men in the right places at the right time.

Laughter

Now, as the role of H.M.S. Excellent has changed from its original function, it is appropriate to tell the story recording the triumphs but not omitting the mistakes.

"Whaley — The Story of H.M.S. Excellent 1830 to 1980" is a credit to Captain Wells, the success of his book resting not only on the appeal to all who have been associated with the Gunnery School, but to its much wider interest as a slice of seafaring history. You cannot have all that gas without a good laugh as well. Smiles mix easily with the achievements.

All applications for copies of the book should be addressed to The Anniversary Office, H.M.S. Excellent, Whale Island, Portsmouth, Hants. The cost is £5.50 per copy, plus 50p postage and packing within the United Kingdom. Outside the U.K. the price is £6.50 plus the postage and packing.

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GUEST OF HONOUR — CHANOOK

THE OTTER

H.M. submarine Otter celebrated her rededication on May 17 — with a real live otter as a special guest.

The otter Chanook was brought to the ceremony, at H.M.S. Dolphin, from its home at Robin Hill Country Park, Arreton,

Isle of Wight. Its true home, however, is in Asia — a fact that reflects the scarcity of our native variety.

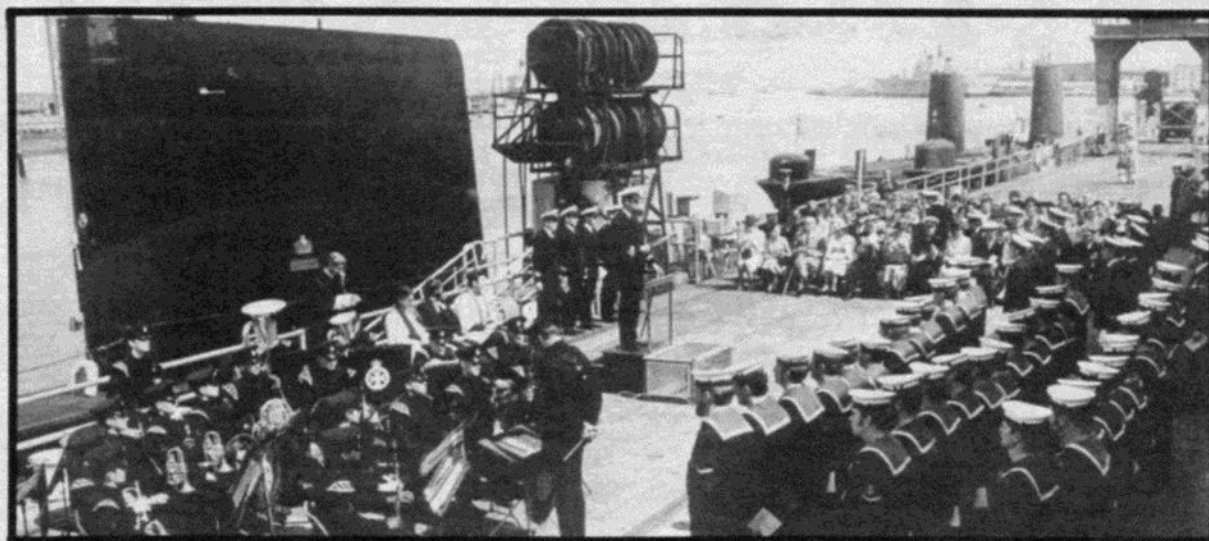
Threatened

Men of the submarine, which has just completed a refit, have long had an interest in otters as a threatened species in Britain.

A rededication cake was cut by the Otter's youngest rating, SEA Ian Morris, and Mrs. Elizabeth Walker, wife of the commanding officer, Lieut. Pat Walker.



Chanook the otter . . . who took pride of place (in the cage) at H.M.S. Otter's rededication.



Pictures: CPO(Phot) Ben Cartwright

Broadsword — the chimps' champ!



Mrs. Susan Devonside, adopted by H.M.S. Broadsword when she won the Miss Chester title, is pictured with the ship's ceremonial broadsword during her visit to the guided missile destroyer at Devonport.

You can't make a chump out of a chimp especially in front of a camera. Which explains how little Gemma got into the act when H.M.S. Broadsword's crest was presented to Chester Zoo (See Page One).

Gemma, a one-year-old chimp, turned the proceedings into a bit of a giggle by pretending to take a chomp out of the crest. Gemma had good cause to be taken with the Broadsword — for the ship's company had just presented a cheque for £100 for the zoo's chimps, in particular Gemma.

The presentations were made when Capt. Tony Norman, commanding officer of the Type 22 all-missile destroyer, and members of his ship's company visited Chester at the end of April. H.M.S. Broadsword was adopted by Chester last summer.

The link was further strengthened when Miss Chester, now Mrs. Susan Devonside, visited "her" ship for the first time. Susan and her husband of a few weeks, Roger, were shown around the ship at Devonport.

NEW ARRIVAL

Latest arrival on the Broadsword is her shiny new Lynx helicopter, commissioned aboard at Devonport. The Lynx, from 702 Squadron at R.N. air station Yeovilton, had clocked up just 30 hours of flying time before commissioning. Flight commander is Lieut. Richard Clapp. His wife, Mrs. Rosemary Clapp, assisted by the new flight's youngest member, EM(AW) G. Johnson, cut a commissioning cake made on board by LCK Derek Russell.

H.M.S. Broadsword's sportsmen did exceptionally well in the 1980 Springtrain Olympiad at Gibraltar, winning the ship's competition and finishing second overall only to "home" team H.M.S. Rooke.

St Gabriel's Chapel, H.M.S. Mercury, decided to give their hymn board an airing after

a dedication service in memory of Mr. George Lodge, organist at St. Gabriel's for 25 years and in whose name the hymn board was presented.

Among those who attended the service were his widow, Mrs. Florence Lodge (pictured holding the hymn board), her daughters, Mrs. Barbara Warrington (right), Mrs. Shirley Pett (left) and granddaughter Miss Angela Warrington.

The Navy is represented by Capt. David Bailey (top left) commanding officer H.M.S. Mercury; Rev. Tony Upton; JRO Stephen Cable and in front, JRO Carl Ashpole (left) and CPO Keith Wheatley who designed and made the hymn board.



News has leaked out about a naval "coup" at Aldershot . . .

It happened when the Louise Margaret Military Maternity Hospital, Aldershot, was re-named H.M.S. Louise Margaret as Lieut.-Col. P. T. Gardner, R.A.M.C., was relieved of his command by Lieut.-Cdr. N. C. Drew, Senior Naval Officer, Aldershot Garrison.

A White Ensign was hoisted, naval terminology appeared on various signposts, and the building echoed to the sound of a bosun's call as the new commanding officer was piped aboard to inspect the ship's company.

As rumours of the coup spread through the

The good ship Aldershot

Garrison, official wrath was diverted by the realisation that the day of the take-over was Tuesday, April 1!

Other naval personnel working or on course at the Louise Margaret Hospital were Lieut.-Cdr. R. Torrens, Lieut.-Cdr. R. Wilson, PMT A. Dobson and MA Ian Smith.

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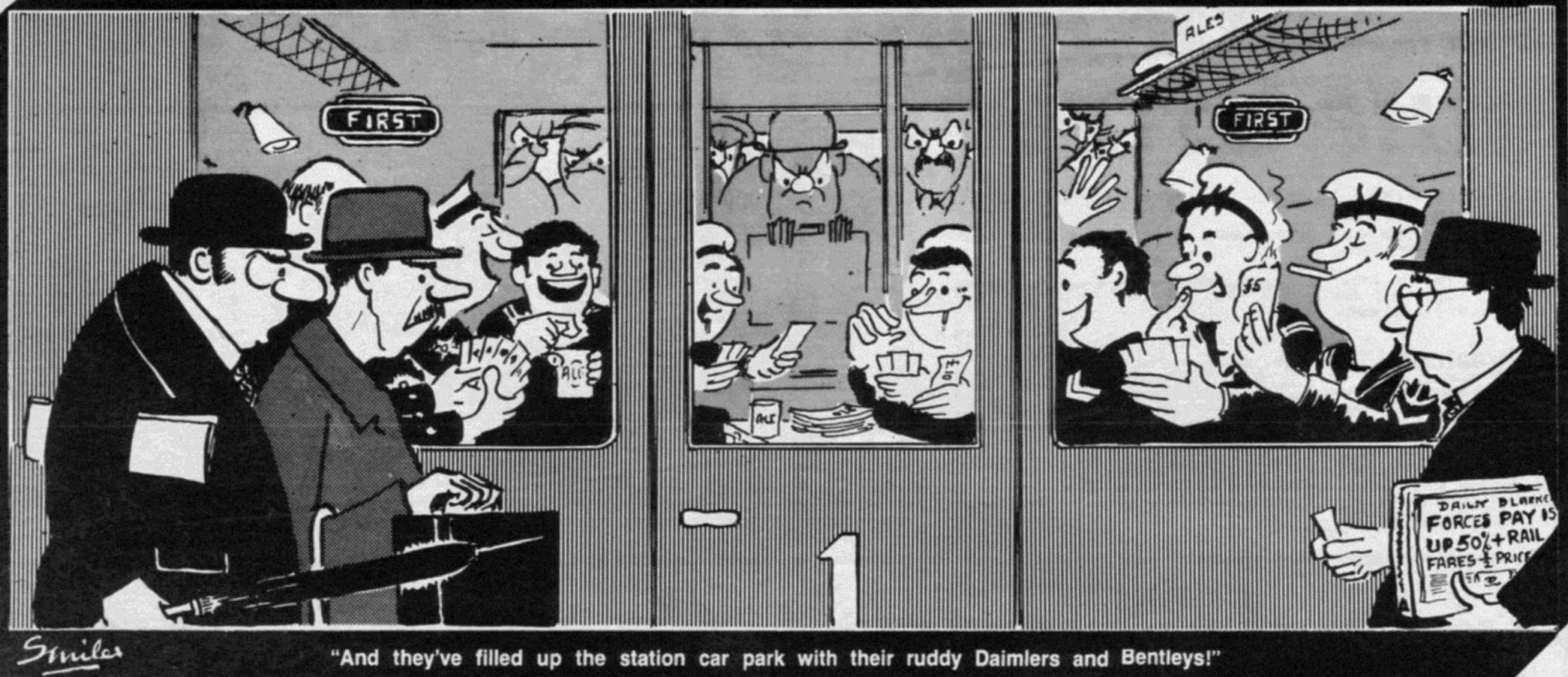
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NEWSVIEW

Pluses merit a welcome

Aided by his welcome pay boost, the Serviceman will soon be able to take the family on half-price train travel. Or perhaps spend more week-ends with them, travelling more comfortably and conveniently.

Certainly these are pluses on the current conditions-of-service scene, although the "50 per cent. rise" headlines which appeared in some places (as reflected in the cartoon above) refer, of course, to two years' awards (including catching up).

There are other pluses around too. Recruiting is looking up and just reported is an increase of 30 per cent. in ratings' recruitment in 1979-80. The more intractable retention problem also seems to be taking a turn for the better, although there remain shortages in some branches.

These are no mean advantages to come to notice within the course of a month or two.

For some, however, it might seem a minus that, in a Government review of smoking, a new look is to be taken at the "duty frees" enjoyed by the Service.

First reaction from many would be that this long-standing practice forms part of naval conditions of service. Others — both inside and outside the Service — believe that everything possible should be done to discourage smoking.

As numbers of Service smokers diminish, the problem could eventually fade into insignificance. But the many-sided smoking problem has a tricky added dimension in the Navy and it will be interesting to see what moves — if any — the future brings to discourage the Blue Liner habit.

Promises, promises . . .

Sad is certainly the word for what has to date been a vain struggle to establish a community centre for the naval population of Eastney. The cash involved must be small fry in the context of today's building costs (though the fry would have been even smaller seven years ago).

Spare public funds are seldom easy to come by, and into the reckoning come needs and priorities. But the patient, reasonable people of Eastney learnt a long time ago that theirs was a No. 1 priority.

The Navy has done its best to give a supporting shove to a project bedevilled by a series of hold-ups and more than its share of bad luck. That the need remains is borne out by the unusual step of a petition from a naval community with more than 400 homes.

Surely a way can be found round the present apparent impasse before another seven years drag by.

Pay Body takes a wider view

For its 1980 report, the Armed Forces Pay Review Body had the opportunity for the first time in recent years of what it termed a "wider perspective" on some of the more fundamental issues affecting Service pay.

The result was apparent in the range of issues covered, some being earmarked for further detailed examination, among them retention incentives and pensions.

The May edition of Navy News reported the cash effects of the revised salary scales, allowances and charges. Below — and in an article in Page 10 — is some of the background to the changes and to the wider aspects of the report.

The AFPRB explained why it was not convinced that proposed changes to committal incentives (for the Navy involving changes in the value of scales and the introduction of lump sum payments at key points) were a satisfactory way to achieve improved retention.

Reservations

It was essential, said the report, that underlying manning trends should be clearer before judgments were made about the nature of incentives which would be most appropriate over the next few years.

"Furthermore, we are not convinced that the proposed approach to the provision of committal incentives is appropriate.

"Our reservations centre on the question whether the concept of commitment to the Services nowadays means what it did."

There had been a good deal of liberalisation of exit arrangements in recent years — in most cases maximum commitment in practice after the first three years of service was now 18 months.

"It is difficult, therefore, to accept that an enhanced rate of payment should be offered for just the promise of long service, particularly when the result is that different rates of pay apply to men of the same experience doing the same job.

Difficult

"It is true that to some extent the proposals for lump sum payments in the Navy would represent a reward for service rendered rather than service offered, but we find it difficult to reconcile such arrangements with the practice that has recently been adopted in the Navy under which all ratings, irrespective of the terms of their initial engagement and subject only to a minimum of three years' service, have a statutory right to free discharge after 18 months' notice.

In recommending that existing arrangements

on committal pay be retained, the AFPRB said it would, however, undertake a thorough review of the general approach to provision of retention incentives. Meanwhile, rates of length of service pay were increased by 50 per cent.

As reported last month, separation allowance was increased and in future periods of ten days or more continuous separation may now be aggregated to make up the 30-day qualifying period, which made welcome reading for many in the Navy.

But on a proposal that the distance qualification should be reduced from 200 to 170 miles the AFPRB said, "Current arrangements can create difficulties and anomalies. But there will always be problems, whatever the limit. We do not propose any change in the existing arrangements, although we would hope that management would exercise discretion where particular hardships occur.

"More generally, however, we are not entirely persuaded that the present basis of the distinction between higher and lower rates of separation allowance provides the most equitable approach.

"The distinction is drawn in terms of a geographical area broadly on the basis of distance (except that all qualifying separation because of service at sea attracts the higher rate of allowance).

"It seems to us arguable that the most significant factor could well be the duration of

the period of separation. We intend to return to the subject in a future review."

In its comments on pensions, the AFPRB said it had asked the Government Actuary to make a specific evaluation of Services' pensions arrangements and to compare it with an evaluation of general pensions practice.

In considering "fringe" benefits, the AFPRB has begun to take a fresh look at the benefit of private use of a company car in "outside" organisations, particularly at levels equivalent to officers. Service salaries have been adjusted according to comparisons at present used, but the AFPRB is to examine the matter in greater detail in its next review.

Long hours

Reporting that it was not recommending an increase in the relative value of the X factor, the AFPRB said that as part of its consideration it had examined the results of a survey of hours of work undertaken by MOD. This showed that most of the Servicemen covered by the survey worked hours which were within the range of those worked in comparable areas of civil employment.

But in the short period covered by the survey, a minority of servicemen were shown to be working exceptionally long hours, well beyond the normal range of experience.

"The survey did not establish whether such hours were being worked on a regular and systematic basis, but we intend to look at this particular issue in greater detail."

The AFPRB said that recruitment, particularly of Servicemen, was now much improved, and numbers applying to leave the Forces prematurely had fallen significantly.

However, the Forces still faced serious manning difficulties in many areas, the problems being more pronounced in some trades and branches.

Confidence

The quickest and most cost-effective way of improving the overall manning situation was by achieving a higher rate of retention.

In conclusion, the Report said, "The Government's action last year in introducing pay that was fully up to date at that time, together with its commitment to keep pay up to date, has gone a long way to restore confidence both in the Armed Forces as a career and in the concept of the military salary.

"We have seen evidence of this in our recent visits to Service establishments; we underline the importance and potential of this confidence as a base from which recruitment to and, above all, retention in the Armed Forces can be improved."

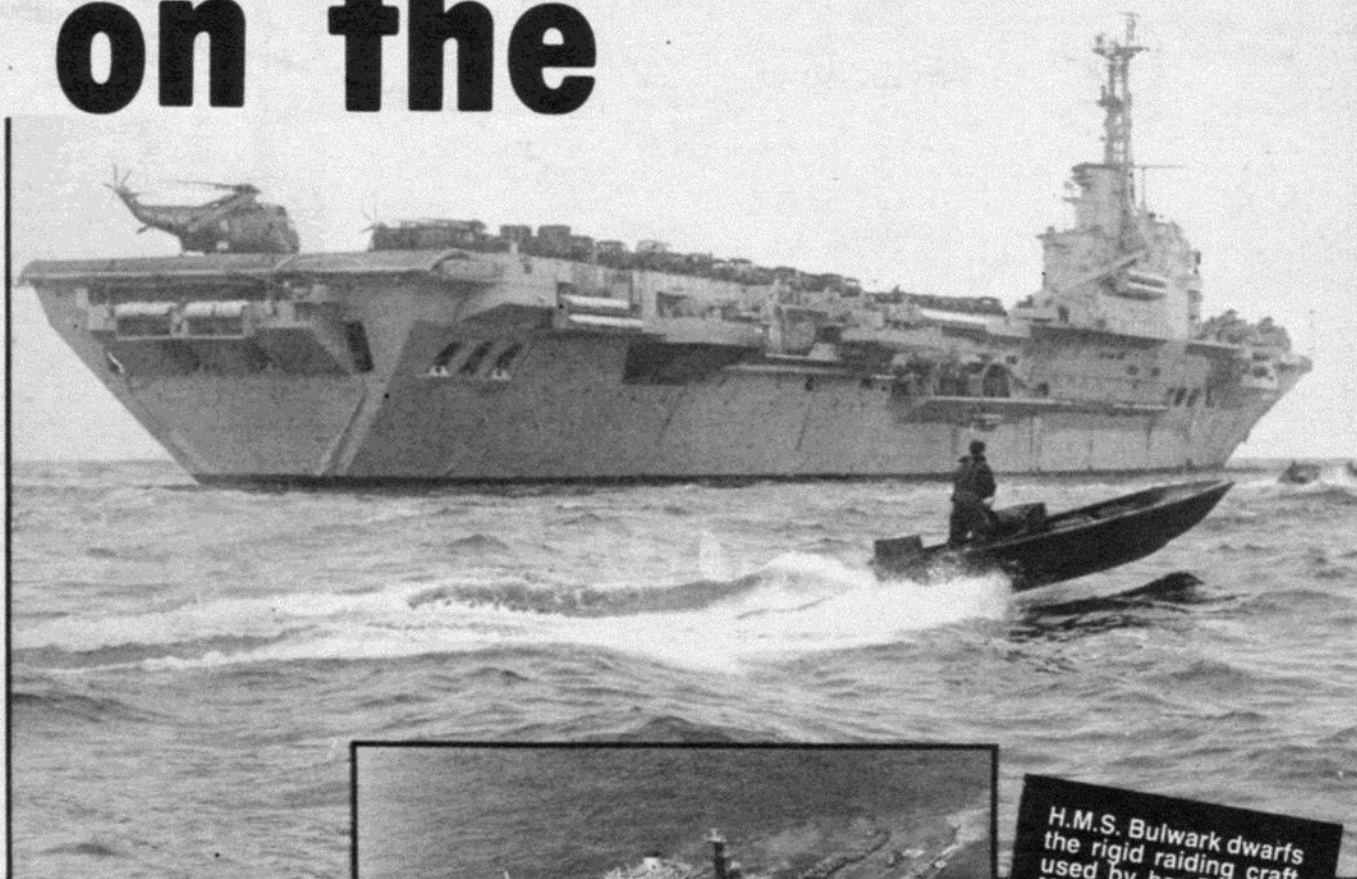
Harmonium Voluntary

Officers in sea command appointments are now to get a flat-rate payment of £1 a day in recognition. For nearly 20 years command money, varying from 20p to 80p a day, has remained unchanged.

But pity the poor harmonium player. "Accompanist pay is payable in the three Services to suitably qualified Servicemen when they act as accompanist on a harmonium or other instrument at divine service, or at choir practice for divine service," says the AFPRB.

But now the accompanists are to go unrewarded in monetary terms. Their payment is to be discontinued.

Bulwark on the prowl for big game



H.M.S. Bulwark dwarfs the rigid raiding craft used by her Royal Marines detachment from 45 Commando during an assault exercise on Texel Island, Holland. On the left the carrier is pictured being replenished by R.F.A. Pearlleaf while en route to Gibraltar.

H.M.S. Bulwark was one of several British ships involved in the major NATO exercise Dawn Patrol 80 last month.

With H.M. ships Bristol, Sirius and Tartar, she joined vessels from the U.S.A., Italy, the Netherlands and Canada in massive war games over the whole of the Mediterranean areas. Climax of the exercise was an amphibious assault on Sardinia.

Other British representatives were H.M.S. Juno, now serving with Standing Naval Force Atlantic, and the R.F.A.s Olna and Resource.

Before H.M.S. Bulwark sailed

from Portsmouth at the end of April, her commanding officer, Capt. P. J. Symons, presented a cheque for £925 from the ship's company to Mr. Brian Wearne, officer in charge of the Bulwark's adopted charity, Corben Lodge, Portsmouth.

Holland

The ship then headed north to Arbroath to embark Royal Marines of 45 Commando, for which Sea King Mk 4 helicopters of 846 Squadron were used operationally from the ship for

the first time.

Next stop for Bulwark was Holland, where a company of Dutch Marines were embarked for an amphibious assault on Texel Island, northern Holland.

On passage to Gibraltar the carrier was replenished by R.F.A. Pearlleaf and held her Olympiad on the flight deck. Winners and runners up were teams from 45 Commando, closely followed by teams from the engineering department and wardroom.

Two days after arriving in

Gibraltar, the Bulwark sailed to take part in Dawn Patrol.

Following the exercise the

carrier visited Toulon and despatched the air group to the U.K.

Bacchante returns

H.M.S. Bacchante returned to Devonport after taking part in Exercise Open Gate in the Mediterranean, where she visited Sette, Cagliari and Corfu.

Before she left for the exercise she spent a day at sea with 210 friends and families on board. In good weather and a calm sea she demonstrated her Wasp helicopter, her seaboot and mortars, as well as putting on a swimmer-of-the-watch display and undertaking a jackstay transfer with H.M.S. Antelope.

SOLOMON'S SONG IN GIB.

American singer Diane Solomon was a big hit with the Royal Navy in Gibraltar. She entertained the ship's company of H.M.S. Bulwark in the hangar, and visited the mine countermeasures vessel H.M.S. Brinton.

At the end of her show in the Bulwark, PO Bomber Brown presented Diane with a bouquet (see picture below), watched by the singer's entourage and Cdr. Jimmy James, Commander (Air).

In the Brinton, Diane complied with an old naval

tradition by signing SEA(MW) Chris Coulson's hat (pictured left).

The Brinton, with H.M. ships Gavinton, Sheraton, and Lewiston, stayed in Gibraltar for four days, moving on to

Setubal, south of Lisbon, Portugal, where they stayed in company with H.M.S. Abdiel. The vessels, which comprise the First MCM Squadron, then left to exercise with units of the French Navy.



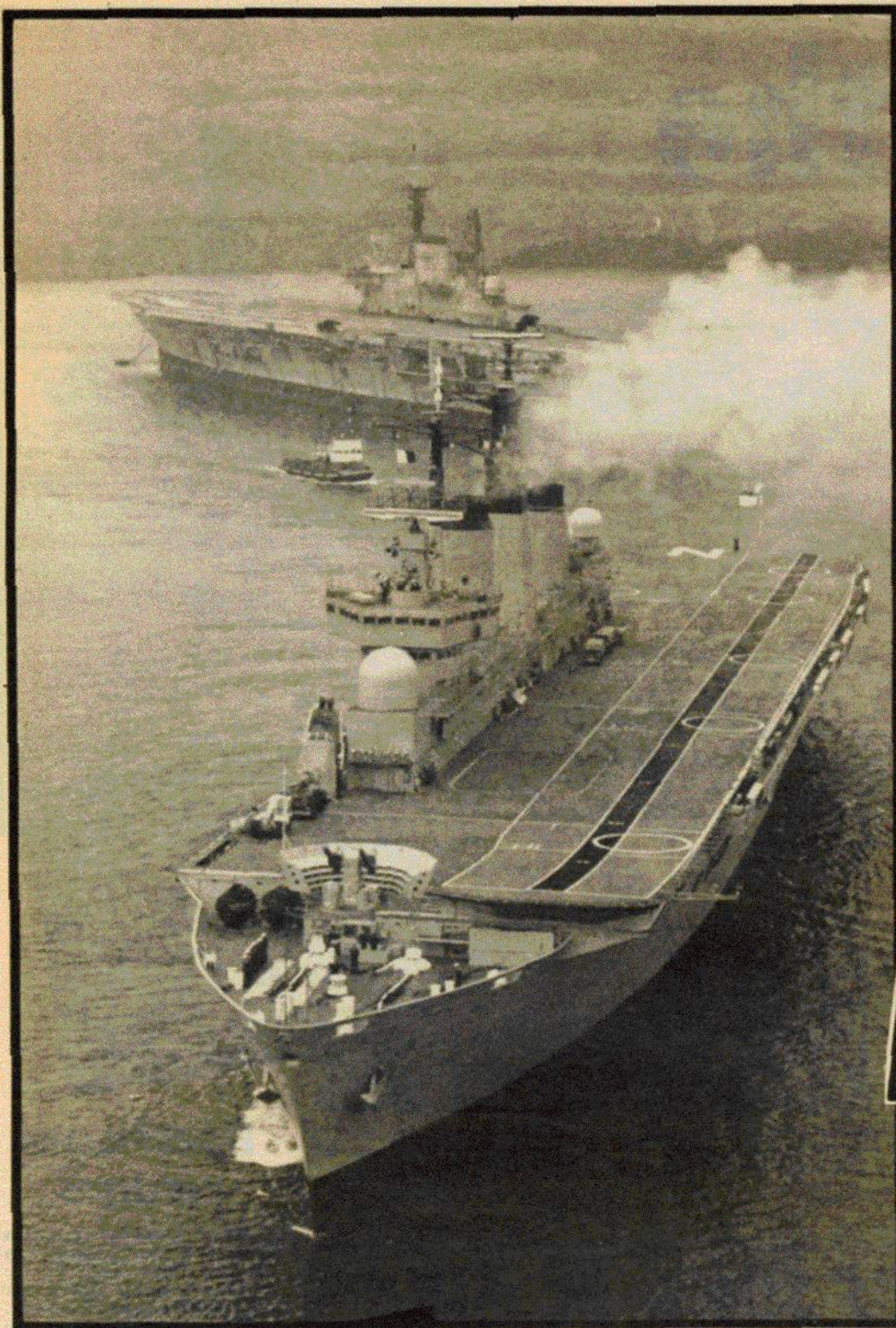
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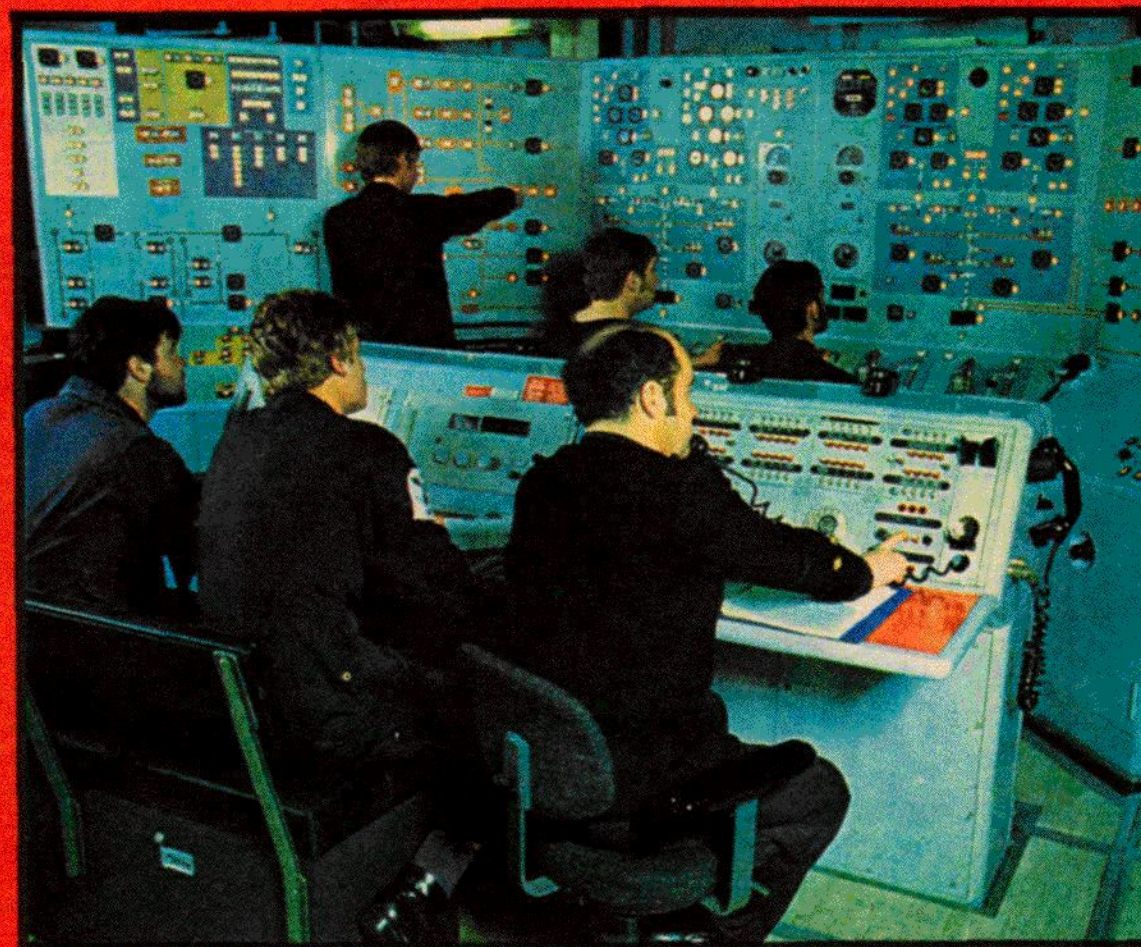
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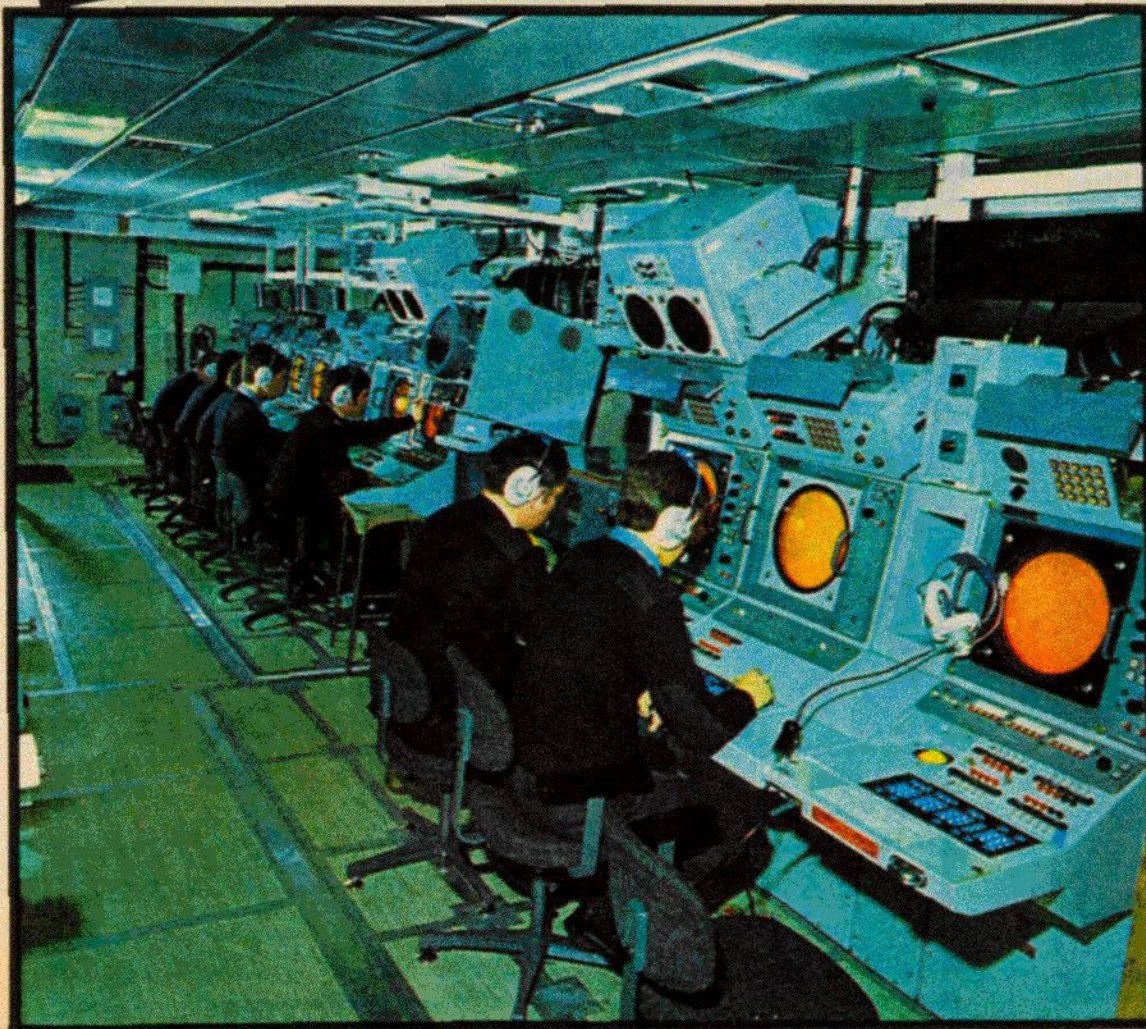


Aerial picture by PO(Phot)
Pete Holdgate, interior
photographs by CPO(Phot)
C. S. Dalby.

The old and the new ... H.M.S. Invincible, the Royal Navy's largest warship to be built for 25 years, passes the rusting aircraft carrier Ark Royal, awaiting her final trip to the breakers' yard. The meeting took place when the Invincible visited Plymouth for the first time on May 2.



INVINCIBLE: THE INSIDE STORY . . .

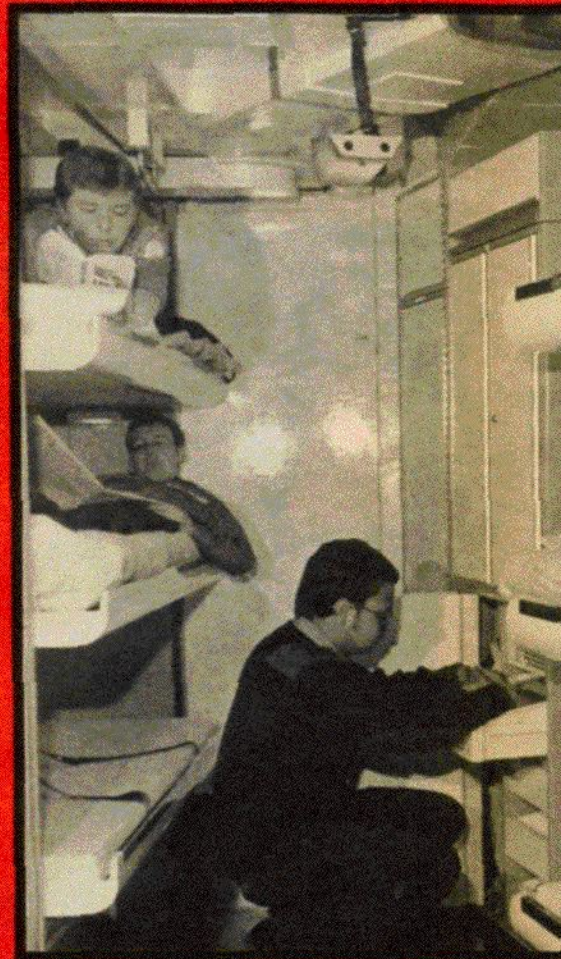


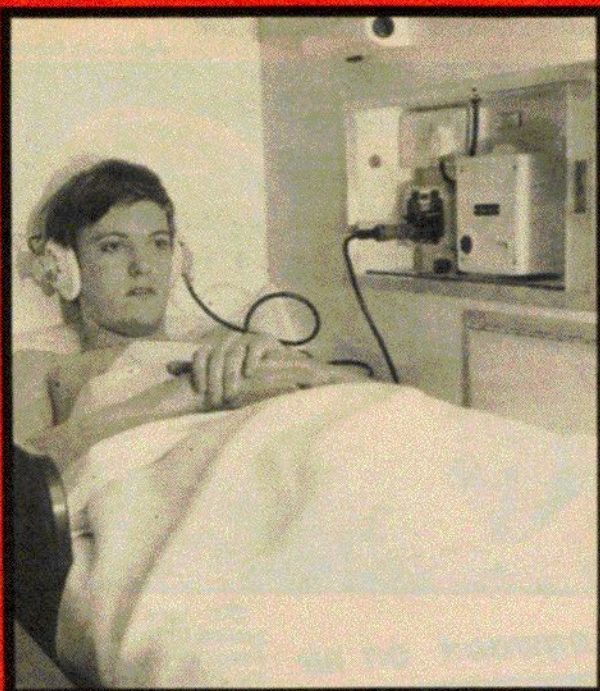
Star ship control

Visitors to the Invincible's Operations Room have likened it to a scene from a space movie — but behind the dim lights and computer displays lie the real reasons for the ship's existence.

This is the nerve centre for all the operations of her Sea King anti-submarine helicopters, Sea Dart air defence missile system, and Sea Harrier jump-jets; it would also be the control centre for any disaster relief operation such as that rendered so well by H.M.S. Fife after the Dominican hurricane.

The Ops. Room — of which just a part is shown here — has all the latest equipment, supported by the communication facilities necessary to enable the Invincible to control maritime forces, either U.K.-based or from our NATO allies.





LEFT: The control centre, where the ship's machinery is monitored.
 ABOVE: To illustrate that the Invincible's sick bay is equipped to the standard of a modern cottage hospital, a patient tunes in to the ship's piped music with headphones plugged into a socket beside his bunk.
 RIGHT: Busy scene inside HQ1, from where all damage control in the ship is directed.



Much has been broadcast and written about H.M.S. Invincible's place in modern naval strategy and how, with her ski-lift ramp, she has made a significant advance in naval aviation.

But what is it like to live and work in the largest warship to be built for the Royal Navy for 25 years?

The pictures in these pages give some inkling of life on board this clean, airy and spacious vessel.

Already the Invincible is gaining a reputation as being a comfortable ship, full of bright design ideas. For example, the main galley, which serves more than 2,500 meals a day, is situated at the centre of a group of three dining halls.

The accommodation is built, as one would have expected, to the highest standard compatible with a modern

warship. Junior rates' messdecks all have separate recreation and sleeping areas. Petty officers have six-berth cabins, chiefs are in two- or four-berth cabins and all warrant and commissioned officers have individual accommodation.

Easy cleaning

Throughout the ship great attention has been paid to making her easy to clean and maintain, with extensive use of laminate surfaces, and all living areas are air-conditioned.

Thought has also been given to other aspects of the day-to-day running of a ship: several lifts are installed to aid the stowage and issue of food and stores, and the stump masts installed for replenishments at sea are self-raising.

What Invincible is short of is mementos. Trophies and relics of previous ships of the name went down with the fifth Invincible, a battle-cruiser sunk at Jutland with the loss of more than 1,000 lives.

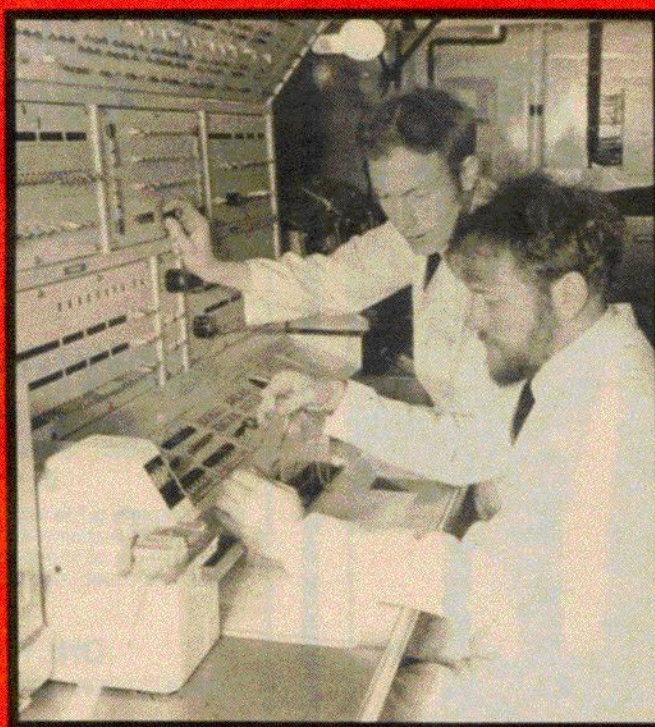
But now that the sixth ship of the name is in service, several people have come forward with Invincible keepsakes — the oldest being the commission given to Capt. William Cayley who commanded the second Invincible at the capture of Trinidad in 1797.

Among the donations is a record of the fifth ship's last moments — dramatic photographs presented by Capt. Harold Dannreuther, whose father was one of the six survivors of the sinking.

● Inside the Sea Harrier — Page 37



H.M.S. Invincible's main signal office.



ABOVE: White-coated operators in the carrier's computer centre.

LEFT and RIGHT: Junior rates relax in their mess on 2 Deck. Each junior rates' mess accommodates between 16 and 18 and has its own reception space and colour television. The "colour" uckers board is, presumably, an optional extra.



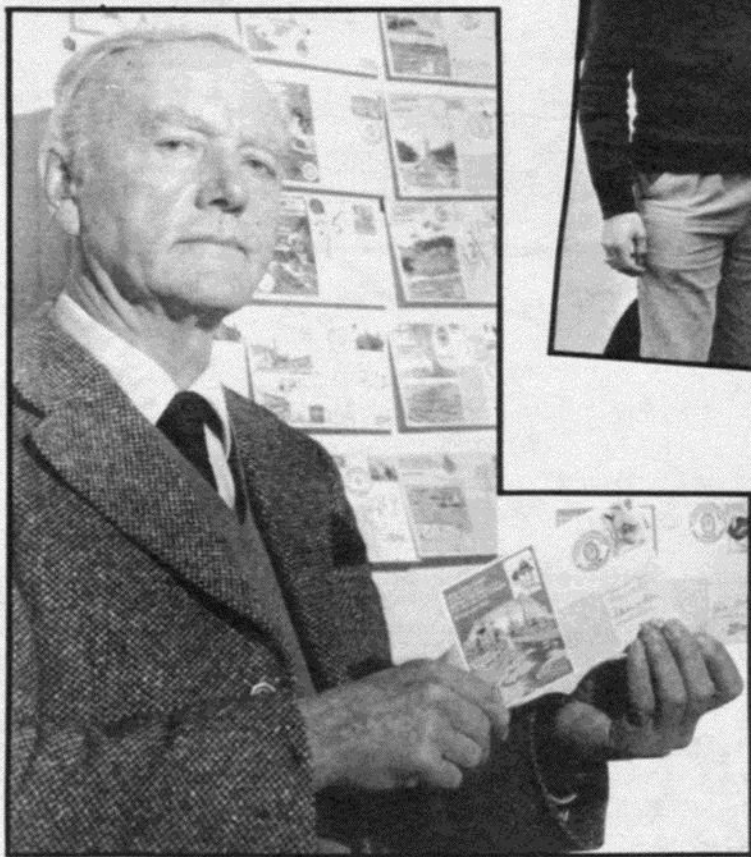
PEOPLE IN THE NEWS

Picture: Kent Evening Post.



"Chin up, brother, you're in the Navy now!" LA(Phot) IAN WRIGHTSON (right) puts little brother MELVYN in the picture when the two met up in H.M.S. Raleigh. Ian is a member of the Area Photographic Section, H.M.S. Drake, and was in Raleigh on a routine duty visit. Melvyn has completed his initial training in Raleigh and has moved to H.M.S. Collingwood. The picture, incidentally, was taken by Mr. Derek Wrightson, father of the brothers.

Below — A diary and a study of naval history are vital elements in the work of Cdr. PHIL COLE, R.N. (retd.), the R.N. Philatelic Officer at the Fleet Air Arm Museum, Yeovilton. He is responsible for issuing first day covers commemorating important naval events. Covers can be bought on a regular basis, and all proceeds go to the Museum Appeal Fund. Lists and samples will be sent on request, but a stamped, addressed envelope must be included.



Well suited?



Getting to the bottom of their class has won for LS(D)s ROBERT SULLIVAN and DAVID SPEARS (right) certificates qualifying them as operator technicians of special heavy duty diving suits. Presenting them with their certificate is Mr. John Bolsch, managing director of DHB Construction Ltd., of Alton, Hampshire, where Robert and David undertook a four-week course on single-atmosphere aluminium alloy diving suits. During the course they did a simulated dive to 1,500ft. Both are serving in the saturation and trials diving team in H.M.S. Vernon.



Collingwood on air



Above — H.M.S. Sultan goes on the air ... Radio Victory's Chrissie Pollard interviews the Captain of Sultan, Capt. Keith Hadow, during the Portsmouth area radio station's broadcast from the Gosport establishment. Sound control man is former rating Steve Camplon.



Above — To cut a long story short, AB(S) JULIAN SCIVILLE is 6ft. 8in., which is why he is standing head and shoulders above JS MARK KELL next to the honours cabinet of the late Admiral Sir Algernon Willis in H.M.S. Vernon. Julian has been drafted to H.M.S. Naiad.

Old tars are well represented in the Kent Ex-Boxers Association which meets in the R.N.A. Club, Chatham, at 10.30 a.m. on the second of each month.

Chairman of the association is former sailor and professional boxer "Stoker" TIM COLE, who fought his way around the world — courtesy of the R.N. — from 1931 to 1958.

In 1942 Stoker Cole reached the finals of the Golden Gloves in Vancouver, Canada, but was denied the championship by broken fingers. To add insult to injury, he was serving in H.M.S. Duke of York when she was sunk off Crete — taking his Golden Gloves dressing gown and all his boxing records with her.

Members of the association were recently entertained in New York at a convention of retired boxers. They returned home with a pair of gloves autographed by the Americans. They intend to add the signatures of leading British boxers and to raffle the gloves to buy orthopaedic beds for St Williams Hospital, Medway.

● Picture shows PAT COLE (left), who collected the signatures on the gloves, handing them to the association chairman, his father, Stoker Tim Cole. Behind them is another ex-matelot, association PRO RAY LAMBERT.

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Meantime, at Greenwich

When a French girl, Louise de Keroualle, came to England to be a maid-of-honour to Queen Catharine, she soon drew the attention of the boss's husband, resulting in Lady Castlemaine, Nell Gwyn, and company having to move over for another royal mistress to King Charles II.

However, the dark-haired beauty with the baby face had probably been around a bit, and soon there arrived on the scene at court a Frenchman calling himself Le Sieur de St. Pierre, who

remains something of a mystery.

Pierre had obviously conveyed to the lady his interest in a north-south delineation, and they joined in a game which had been going on for centuries, namely "Hunt the Longitude."

Antagonism

King Charles was also an enthusiastic player and was persuaded (by Louise?) to appoint a royal commission to examine Pierre's beliefs and theories.

Despite Pierre's patron being so close to the king, he met mighty antagonism

among the resident astronomers, one of whom told Charles in blunt terms that the Frenchman didn't know what he was talking about.

He had been hoping for rich reward, but hopefully his disappointment would have been offset by his relationship with the baby-face "amie."

Unknown to him, however, he had won his place in history as a catalyst in the foundation of the Royal Observatory at Greenwich.

Naughty goings-on in court are but a tiny fragment of the picture presented in "Greenwich Time — And the

Discovery of the Longitude," but the tittle-tattle adds warmth and piquancy to the scientific tale.

The author, Derek Howse, is Head of Navigation and Astronomy at the National Maritime Museum, Greenwich, and his delightful book is published by Oxford University Press (price £7.95).

Widow

Greenwich became a world-wide name in 1884 when its meridian became the prime meridian for longitude and time.

Strange to say, the French Connection also continued into Greenwich Time.

In the Revolution, the

French got into the bad habit of chopping off people's heads, one of the resultant widows, Madame Belville, fleeing to England, where her son, John Henry Belville was born.

The boy eventually became senior assistant in charge of chronometers at Greenwich Observatory. After his death in 1856 his widow continued the weekly service of taking a pocket chronometer, set to Greenwich time, round to the principal chronometer-

makers in London, the job being taken on later by her daughter, Ruth Belville.

Ruth, the "Greenwich time lady," went her rounds until the 1930s, and died aged 90 in 1943.

Instead of a courteous lady visitor, every home now hears the pips, and science has created an atomic clock more accurate than the earth.

The romance is all in the past, but the author has brought it to life again, in a fascinating story.

BOOKS

Progressive Dartmouth

Viewing Britannia Royal Naval College today, in its grandeur and setting, the visitor would doubtless be surprised to learn that when the place was opened in 1905 one critic described the building as "a cross between a workhouse and a stable."

It would be interesting to hear what the same critic would have to say about the architectural merits of modern concrete - and -steel boxes.

To mark the 75 years of its existence, Gieves and Hawkes Ltd. have published a pictorial history, "The Royal Naval College Dartmouth" (price £4.95), and edited by E. L. Davies and E. J. Grove.

It is easy to smile at boys lying to attention in bed for dormitory inspection, with windows opened 4ins., not a fraction more or less. But as Admiral Sir Henry Leach, the First Sea Lord, says in a foreword, "the college has a special place in our affairs."

Fleshpots

That "special place" is far removed from the rigidity which might have been suspected of a teaching establishment run by Their Lordships.

Training of new-entry officers first went to Dartmouth 42 years before the opening of the present college, with the arrival of the ancient three-decker H.M.S. Britannia, in which the cadets had first been exposed to the "fleshpots of Portsmouth" (the mind boggles) and then the strong winds of Portland.

The River Dart offered a safer and more suitable home with easy access to the shore and nearby playing fields. The two-decker Hindostan arrived a year later to provide more accommodation.

A report in 1875 recommended that a college should be constructed on shore, and it only took 30 years to arrive at least at the opening ceremony.

Nobel Prize

Fortunately, progressive educational thought in the Service moved at a slightly better pace, resulting in a good deal of in-fighting to ensure that the new establishment had a fresh start, free from the traditions of the old wooden-wall cramming emporium.

According to the co-authors of the book, "in the context of its time, the early Dartmouth was one of the most progressive schools in the land." It even produced one winner of the Nobel Prize for Physics, Professor Lord Blackett.

Between the wars the college met some criticism that the staff "were tending to become a smooth-running efficient machine rather than a body of pioneers developing new ideas," but war and change has been the pattern ever since, as the college

has faced the requirements of the modern Service.

The book's collection of pictures faithfully spans the years and will be of special interest to those who have the pride in being Dartmouth products.

As a factual record, the editorial does not pretend to delve very deeply.

Besides the reference to the cadets and "the fleshpots of Portsmouth," there is also a mention, at the changeover from the term system to "houses" in 1937, of a "short-lived increase in immorality."

The King and Queen, and the Princess Elizabeth and Margaret, visited the college "privately" on July 22 and 23, 1939. The visit (say the co-authors) has been the subject of considerable speculation, "much of it ill-informed."

Temerity

So they set out "what actually happened," giving an official programme which means little with explanation of the "ill-informed speculation."

Such titillating asides would have been better omitted, rather than to arouse the reader's curiosity and then run swiftly on without another word, as though the writers were shocked at their own temerity.

However, within its limits, the book is attractively produced, offering a memento at a milestone in the story of an establishment which is more "Navy" than all the Whitehall mansions put together.



The dark-haired beauty Louise, whose affection for King Charles II gained for her the title of Duchess of Portsmouth. The royal mistress also had an interesting association with Greenwich Time.

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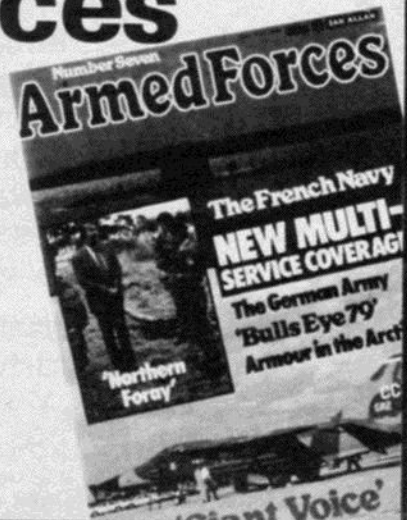
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Of all the man-made objects on earth, few can surely be more minutely detailed than fighting ships, or more exhaustively compared and discussed.

"Warships of the World," by Antony Preston, published by Jane's (price £6.95) analyses the most significant vessels now in service around the globe, tracing the evolution of the major types and explaining how they have been developed in response to the ever-growing demands of war at sea.

Says the author: "It is hard to believe that 20 years ago the need for surface warships of any sort was in question. After 1945 it was argued that the atom bomb had rendered the warship

obsolete... Yet the surface warship is still here, more powerful than ever before. Nothing has so short a life as the 'ultimate weapon'."

□ □ □

"Buccaneer," by Eric Paice, an Arrow paperback is based on the B.B.C. television series.

"The Berlin Bunker," by James P. O'Donnell, an Arrow paperback tells the spine-chilling story of the last days in Hitler's headquarters.

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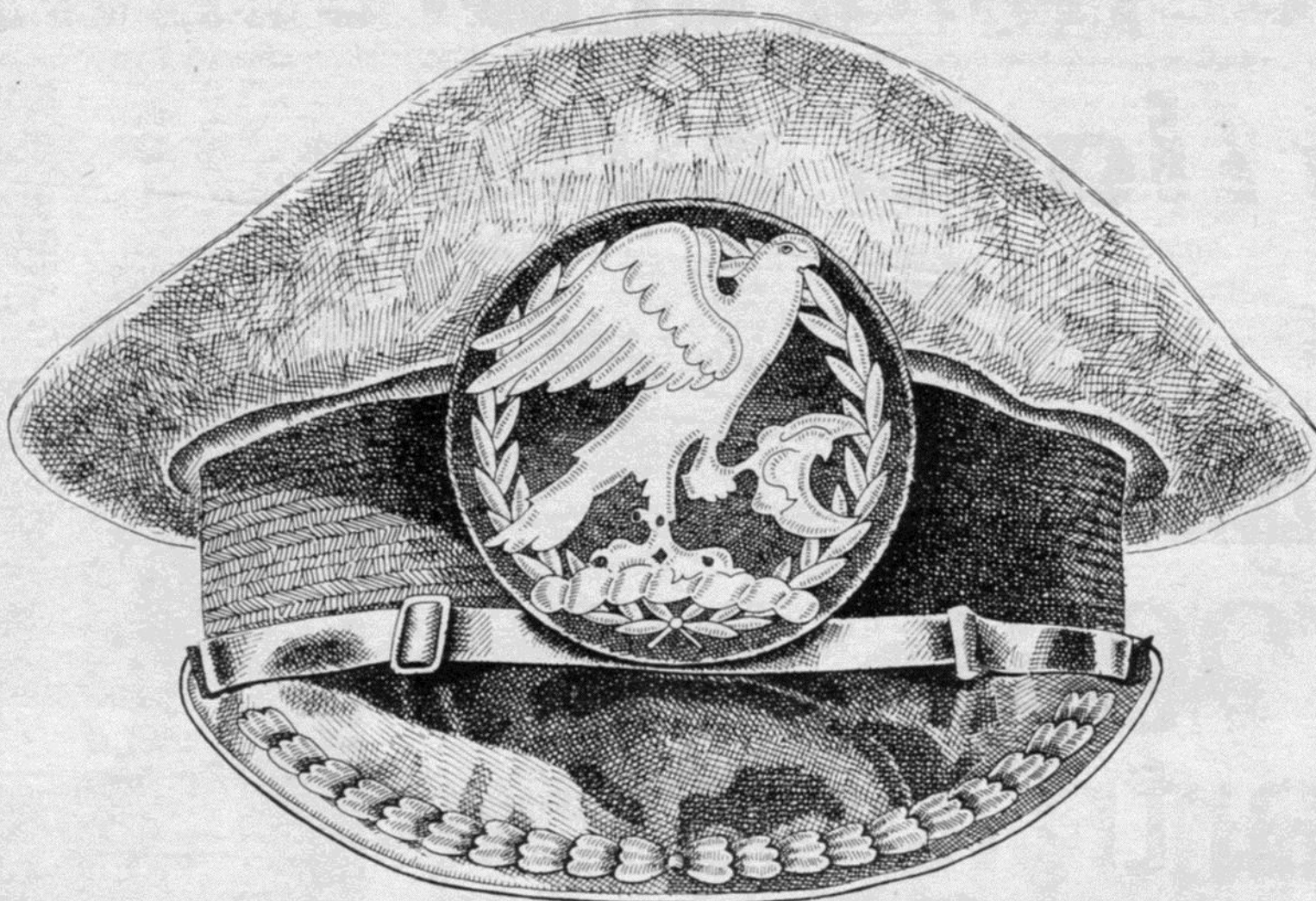
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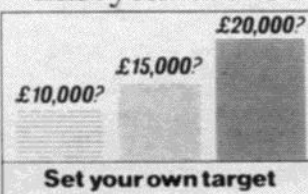
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Portland puts out the flags

The National standard bearers competition at Portland attracted competitors and supporters from Harrogate to Penzance.

Drill was of the highest calibre and the judges had their work cut out deciding the winners.

For **Portland** it was a day of success. Their local man, Shipmate Peter Dickson, won the Chester Memorial Cup — and the title — as well as the Lilian Florence Cup in **No 4 Area** contest. Shipmate Robert Scollie of **Sittingbourne** won the Herbert Cup.

Deputy

Shipmate Bill Carruthers of **Liverpool**, holder of the national standard bearer title for the past two years, won the Cunningham Cup and is now deputy national standard bearer. Third place went to Shipmate Bob Goodship of **Herts**.

The contest ended with a gala presentation dance which raised £100 for the Central Charities Fund.

Shipmates of **Cardiff** celebrated the arrival of H.M.S. Cardiff to the city by holding a dance and cabaret for members of the ship's company. In view of the strong links between city and ship, a total of 350 turned up for the evening's entertainment.

BRANCH NEWS

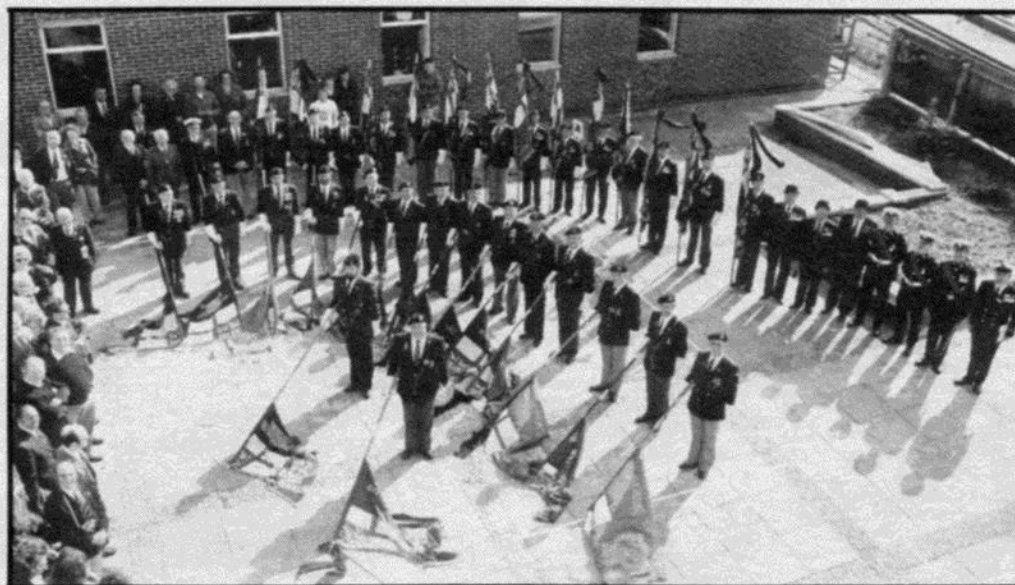
A cheque was presented by Shipmate Cobbold (branch chairman) on behalf of shipmates to aid the ship's charity. He in turn was presented with a ship's crest by Capt B. N. Wilson, the destroyer's commanding officer.

A good time was also had by all who attended **Birmingham Central** dinner dance at the Nautical Club. Guests of honour were the Norwegian Naval Attache, Commodore B. Harne, and Capt B. Mason R.N. During the evening a presentation was made to Shipmate Bill Facer who has retired as branch chairman.

Weight loss

Fighting flab proved rewarding for 20 shipmates of **Cleveland**. An overall weight loss of 200 lbs gained £240 for the Norton - on - Tees branch of the St John Ambulance Brigade.

Shipmates of **Wells** and R.N. personnel formed the guard of honour at the wedding of Ship-



Competitors in the national standard bearers competition at Portland. The Royal Marines drill judges are on the right of the second rank.

mate LA (Phot) Dave Titchener and Shipmate Carol Weston. They were married by the branch chaplain, the Rev. Ken Davis at St Cuthbert's Church. For Dave, the youngest member of the branch, it was an occasion to leave his camera at home.

Birmingham (Sheldon), which commissioned recently, have their headquarters at the Shel-

Badges for Whitefoord

For the first time former members of the Royal Navy living at **Whitefoord House**, Edinburgh have R.N. badges to wear on their uniforms.

The badges were presented by Vice-Admiral Tom Baird, Flag Officer Scotland and Northern Ireland when he visited the servicemen's residence.

don Ivy Leaf Memorial and Royal British Legion Club close to the airport.

The branch has 24 enthusiastic members of which the following shipmates were appointed officers: J. R. Rabin (president) H. Perry (chairman) N. Wright (secretary) A. Farrall (treasurer).

Gala

Prospects look bright with plans afoot for a gala Trafalgar Day ball.

A welcome awaits new members if they write to branch headquarters, 2296 Coventry Road, Sheldon, Birmingham B26 3JS.

Shipmates Ken and Elizabeth Higgs, who organised an enjoyable evening of naval song and humour on behalf of **Stafford** branch, raised £176 for their local R.N.L.I.

The following shipmates were elected officers at Thetford a.g.m.: R. Eastern (president) B. Cave (chairman) J. Aelman (vice chairman) and J. Deacon (treasurer).

Shipmate Doug Martin of **Bishop's Stortford** has the distinction of being the first to be awarded life membership by the branch. The award was made at their annual dinner by branch vice-president, Vice-Admiral M. Kyrle-Pope.

Doug has given unstinting service as branch secretary for more than 25 years, which must surely be a record.

Cabaret

The first charity cabaret dance organised by shipmates of **Rugby** was a great success. A £109 cheque was presented to Mr. J. Pawsey, M.P. for Rugby, to aid the local branch of the National Deaf Children's Society.

A basket of fruit won in a raffle was auctioned and raised £22, the money and fruit being presented to the children's ward at the hospital of St Cross.

Growing R.N.A. strength

The excellent relations which continue to develop between the serving Navy and the Royal Naval Association is stressed in the report Vice-Admiral Sir Ernle Pope will present to conference at Portsmouth on June 14.

The report, which reflects a successful year, confirms the recent trends of expanding membership and a healthy balance sheet.

Commenting, Vice-Admiral Pope says: "Benefit is now being obtained from the lower running costs of our new headquarters, and these are being improved. Planning consent for an extension has been given and certain preliminary work to drainage and the foundations was undertaken during December."

Referring to headquarters staffing he says: "It was agreed that due to expanding membership and the extra work this entails, an assistant should be provided for the General Secretary. However, the engagement of such a person should await the completion of the extension to headquarters."

GRANT

Association membership at the end of last year was 25,302 made up of 12,336 full and 12,966 associate members. The corresponding figures for this year are 27,443 representing 14,091 full and 13,352 associate members.

These figures, which depend on reporting branches for accuracy, show a total membership increase in the past year of 2,141 which, in addition to the opening of 10 new branches, augurs well.

On charitable grants Vice-Admiral Pope says: "At its inception the Central Charities Fund got off to a slow start. In retrospect, this was not surprising. Now the Fund is receiving tremendous support from the branches and is therefore in an extremely healthy state."

CALLING OLD SHIPMATES

Mr. Rex Relph, former AB ST(E), 58 Perkins Close, Margate, Kent, who was picked up by H.M.S. Coventry after the sinking of H.M.S. Calcutta in 1941, sends thanks to those who provided him with clothing and greetings to his shipmates who survived.

Mr. A. Pearman, 27 Boleyn Close, Eastwood, Leigh-on-Sea, Essex, former member of the First World War British Aegean Squadron, would like to know if any R.N.A.S. personnel remember him and if any reunions are held. He would be pleased to hear also from anyone who served with him on the island of Syra when the base was opened, especially his three companions in the old green dinghy.

H.M. Ships **Viscount**, **Amaranthus**, **Virago** are among those in which Mr. Albert (Bill) Goddard served from 1916 to 1944. If any of his old shipmates, particularly AB Smudge Smith, PO Tibleham, remember him, please

get in touch with his daughters, Mrs. K. Francis, 10 Oldenmead Court, Lings, Northampton, telephone 0604-406929 or Mrs. K. Warne, 11 Logwell Court, Stander's Barn, Weston Favell, Northampton, who are planning a surprise celebration to mark their father's 80th birthday.

Mr. C. Bowns, 27 Craners Road, Coventry CV1 5AZ, would be pleased to hear from any shipmates of H.M.S. Bullen, sunk Dec. 6, 1944, or the destroyer H.M.S. Hesperus. - Mr. C. J. Turner, 274 Dale Street,

Chatham, Kent ME4 6QR would welcome news of his old shipmates of the stoker branch, H.M.S. Cardiff 1931-33, H.M.S. Warspite 1937-41, and steam gunboat coastal forces 1941-45, especially No. 5 Grey Owl.

Mr. Tom Manns, 28 Hamilton Road, Taunton, Somerset TA1 2ER, would be pleased to hear from any shipmates who served with him in H.M.S. Queen Emma 1940-45 and in H.M.S. Lupin 1933-35.

Mr. M. Allen, 23 Eastfield Road, Walthamstow, London E17 3BA would like to obtain photographs of H.M.S. Sheffield (cruiser) 1940-43. Having served in the Sheffield he is particularly interested to obtain photographs showing the ship with her port quarter holed after being mined and a turret roof lifted after the "great storm" of 1943.

Lieut. B. Williamson R.C.N. (Retd.), 121 Rollins Drive, Belleville, Ontario, Canada, K8 4J7 would like to contact any person who may have known or served with any of the following: ERA R. M. Robertson, Clyde Division, R.N.V.R. and ERA WW1, later Merchant Navy; Yeo Signals S. W. Muirhead who served in the Sherborne in 1919 and Malaya 1924; PO F. L. Hulance who served in submarines in the Second World War; CPO W. J. Harding who served in H.M. submarines Clyde and Unbeaten and CPO E. F. Jerrum who served in H.M. submarine Telemachus 1944-45.

Mr. M. W. Cole, 258 Laleham Road, Shepperton, Middx, TW17 0JF wishes to be remembered to his old shipmates of H.M.S. Berwick which sailed for her second commission to the China station 50 years ago.

Mr. "Buck" Taylor, ex-stoker, 79, Hundred Acres Lane, Amersham, Bucks, would like to contact Frank Dolan or any of the other 22 survivors of H.M.S. Calcutta which was sunk off Crete June 1, 1941. He would also like to hear from Sam Pinner or any of the ship's company of H.M.S. Chelmer, 1943-45.

OBITUARY

Shipmate John G. Hudson, Derby, aged 54.

Shipmate Betty Forbes, former Wren Telegraphist, club secretary, Derby, aged 54.

Shipmate Arthur John Bacon, Lewes, April 10, aged 78.

Shipmate William (Pop) Parkhouse, oldest member Wells, Somerset, March 25, aged 85.

Shipmate Albert Cox, Sittingbourne.

Shipmate J. Williams, Slough, March 28.

Shipmate Bill (Doc) Waters, ex-CPO SBA(M), March 15, aged 71.

Lieut. V. N. Barnett, R.N.R. Durham, January.

Shipmate James (Jim) Ford, social secretary, Bristol, March 14.

Shipmate H. Shiner, Hanworth, March.

Shipmate E. R. Roshier, Basingstoke, April 29, age 59.

REUNIONS

H.M.S. Ganges 1950 Communication classes nos. 281-3 interested in a reunion contact: Mr. Brian A. Pagett, Braeburne Insurance Brokers, Ltd., 107 Warley Hill, Brentwood, Essex, CM14 5HG, telephone Brentwood 218476.

Leydene MT drivers and Wrens 1942-46 interested in a mini-reunion at the Regent Palace Hotel, London at 11.30 a.m. on July 1, contact Mrs. Toni Collinson (nee Loughlin), Norton Farm, Bishopstone, Seaford, Sussex.

H.M.S. Caledonia ERA EA and OAs 1947 Feb. entries, are holding their reunion early Oct. For details contact Mr. Ken Nicholson, 193A Havant Road, Drayton, Portsmouth, telephone Cosham, 370762 or Lieut.-Cdr. Ron Kimber, H.M.S. Centurion, telephone Centurion 2525/27.

Dr. Barnardo's Sea Schools reunion due to take place on Sat., Sept. 27, will now take place on Sat., Sept. 13. For details contact Mr. R. B. Clough, Aftercare Section, Dr. Barnardo's, Tanners Lane, Barkingside, Ilford, Essex IG6, 10G.

H.M.S. Amethyst Association are holding a reunion from 7.30 p.m. to midnight on Aug. 2, at the Victory Club, 63/79 Seymour Street, London, telephone 01-723-4474. Dance, buffet and bar. Tickets £6 (£6.50 guests) available from Mrs. S. Smith, 50 Drumfry Road, Colgrain, Helensburgh, Scotland, telephone Helensburgh 0436-6289. The a.g.m. will be held the same night. Those interested in becoming members send cheque or postal order for £2 to Mrs. Smith.

Following the very successful 20th

anniversary party of the 1958-60 commission of H.M.S. Ceylon, the final party will be held on Friday, Nov. 28 on board H.M.S. Belfast.

Ship's company members of the final commission who have not been contacted should get in touch with Mr. F. Reynolds, Columbus World Wide Travel, 85 London Wall, London EC2, telephone 01-638-0411.

Lieut.-Cdr. H. F. Morin Scott, R.N.R., 3 Sudley Lodge, Sudley Gardens, Bognor Regis, West Sussex, served as an officer in H.M.S. Auricula from her commissioning until she was sunk in Ambararata Bay in 1942, would like to contact those who served in her with a view to organising a reunion to coincide with the commissioning of the new sonar trials ship R.M.A.S. Auricula.

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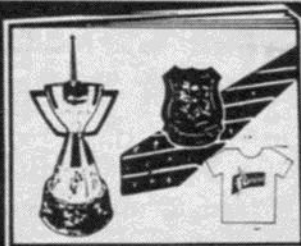
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The Duke was one of the original course officers when the Petty Officers' Leadership School opened in 1947, so he knows all about the toll physical exertion can take.

Perhaps that accounts for the broad smile . . .

Salute

On landing at Royal Arthur by helicopter, which he piloted himself, the Duke was greeted by the commanding officer, Cdr. Michael Sizeland, and the Lord Lieutenant of Wiltshire, Lord Margadale of Islay.

The Duke took the salute at ceremonial divisions, inspected trainee petty officers, a contingent of the Combined Cadet Force and a division of local Sea Cadets.

He watched trainees in a variety of activities — including that cliff and chasm assault course run.



BERET FOR PRINCE

Mid. Prince Andrew won his green beret after completing part of the officers' commando course at the Royal Marines Commando Training Centre at Lympstone.

He was presented with his beret at the Devon establishment by the Commandant-General Royal Marines, Lieut.-General John Richards.

Prince Andrew took part in the last two weeks of the five-week course which includes the "Tarzan" and assault course, a six-mile endurance course, a 30-mile march, a 12-mile march with full combat equipment, and a nine-mile speed march.

Below: The Prince adjusts his new headgear.

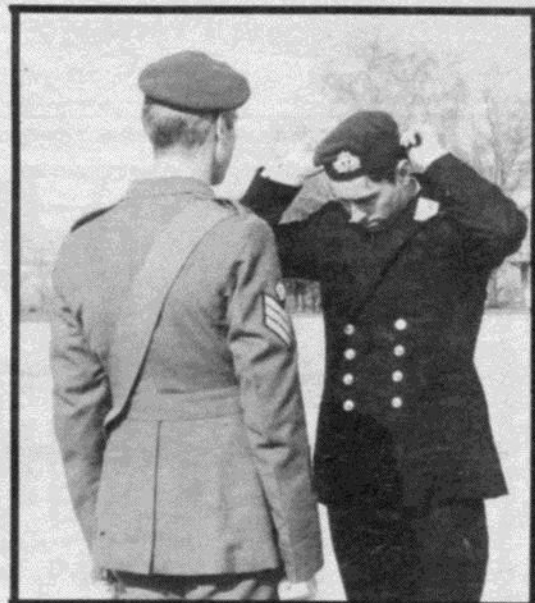


Right on course!

Commandant Elizabeth Craig-McFeely, Director WRNS, met teams from PO Wrens Leadership Course 28 during their tough two-day trek in the Black Mountains.

Her visit, at the end of April, was marked by snow, swollen rivers and bitter winds. At the end of the trek, the Director joined the Wrens for their end-of-course celebrations in H.M.S. Royal Arthur.

Commandant Craig-McFeely is pictured studying a map with (from left) LWren Y. Evans, Assistant Head Naval Nurse M. Bower (partly obscured) and POWren A. G. Billaney.



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Usually, these brave seamen are in difficulties through no fault of their own. Death, disablement, age, chronic illness . . . all take their toll. We must not let them and their dependants down.

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PRINCE TO RETURN



Cdr. the Prince of Wales goes back to his old ship H.M.S. Bronington when the minehunter he used to command is rededicated at Chatham on Friday, June 27.

There he will find in command the officer who served as his first lieutenant in the Bronington, Lieut. Roy Clare. Back, too, goes the special crest which includes golden lions symbolising the ship's Royal link.

The crest was designed and made on board by the ship's company when the Prince commanded her four years ago. Since he left the ship it has been in

the Royal Naval Museum in Portsmouth. Now it has been taken back to the Bronington by Lieut. Clare (pictured), who joined the Navy as a junior seaman in 1966.

The Portsmouth-based minehunter is now emerging from a six-month refit at Chatham. Many old Broningtons who served on board during the Prince's command are expected to attend the rededication and any others who served in her at the time and would like tickets should write to: Commanding Officer, H.M.S. Bronington, at Chatham Naval Base.

PROMOTIONS

Authorisation for promotion of the following rates to chief petty officer, chief artificer, or chief mechanic have been issued:

REGULATING BRANCH
To MAA — J. Morgan (Orkney), P. A. Cooper (Sirius).

COMMUNICATIONS
To CRS(SM) — D. M. Elvin (Resolution) Stbd, R. W. Todd (Neptune).
To CRS — A. G. Soars (Mercury).
To CCY — A. E. Smallman (Osprey).
To CPO(OPS)(EW) — P. W. Faircloth (Dryad).

MEDICAL
To CMT — R. A. Squires (RNH Haslar).
OPERATIONS BRANCH (SEAMAN GROUP)
To CPO(OPS)(M) — W. E. Clifton (Arrow), P. R. Carroll (Nortfolk).

To CPO(OPS)(S) — F. W. Cleave (Galatea).
To CPO(D) — G. M. Trotter (Vernon).
To CPO(OPS)(SM) — J. Taylor (JAAC Teddington).

MARINE ENGINEERING

To CMEM(M) — D. A. Hogg (Achilles), C. R. Wallon (Fisgard), T. W. Parish (Excellent), J. W. Dodd (Dolphin), D. W. Kerrigan (Tamar).
To CMEM(L) — B. Lewis (Rhyll), A. R. McDougall (File).

WEAPON ENGINEERING

To CWEM(O) — P. D. James (Vernon), A. W. Lewsey (Neptune).
To CWEM(R) — P. E. Hobbs (COMBERLAND), J. P. Slack (London), B. R. Cockings (Rooke), D. C. Board (Battleaxe).

FLEET AIR ARM

To CREL(A) — G. R. Dodd (Heron), C. M. Webb (Daedalus).

SUPPLY AND SECRETARIAT

To CPWTR — D. P. Maule (BRNC Dartmouth).
To CPOA — A. Chilton (Heron), T. Magner (SNONI).
To CPOCA — C. H. Brayford (Hecia), C. R. Russell (Daedalus).

ARTIFICERS AND MECHANICIANS

To ACWEM — F. A. Thompson (Coventry).
To ACWEM(M) — M. M. J. Connolly (Cochrane).
To ACWEM(EL)(SM) — D. J. Doran (FOSM).
To ACMEA(EL) — P. R. Swan (Repulse).
To ACMEA(L) — P. A. Davies (Scylla).
To ACWEM — P. C. Green (Porpoise).
To ACWEA — S. G. Coles (Collingwood), P. T. Harrison (Torquay), B. D. Hemming (Resolution).
To ACMEA(P) — G. Blackwood (Neptune), A. Mohammed (Broadsword), C. Harkness (Sultan), D. S. Bendrey (Neptune), I. D. Farrance (Hermes).
To ACWEM(P) — J. A. Rusling (Bristol).
To ACMEA(H) — S. P. Farrington (FOST), T. Burley (Broadsword).

POINTS

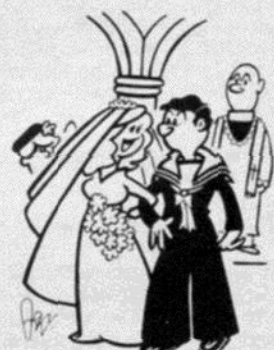
PO(EW)(RS)(W) — Dry, 1; LS(EW)(LRO)(W) — Dry, 4; PO(M) — Dry, Nil; LS(M) — Dry, 6; PO(R) — Int (11.1.80), Nil; LS(R) — Dry, 12; PO(S) — Dry, Nil; LS(S) — Dry, 3; PO(D) — Dry, Nil; LS(D) — Dry, 1; PO(MW) — Int (28.3.80), Nil; LS(MW) — Dry, 1; PO(SR) — Dry, 1; LS(SR) — Dry, Nil; POPT — Int (10.10.78), Nil; RPO — 285, Nil; RS — 257, 1; LRO(G) — Dry, 2; CY — Int (13.12.77), Nil; LRO(T) — Int (11.12.79), Nil; PO(S)(SM) — Dry, 1; LS(S)(SM) — Dry, 3; PO(TS)(SM) — Dry, Nil; LS(TS)(SM) — Dry, Nil; RS(SM) — 133, Nil; LRO(SM) — Dry, Nil; PO(UW)(SM) — Int (18.12.78), Nil; LS(UW)(SM) — Dry, Nil. POEM(M) — Dry, 18; LMEM(M) — Dry, 26; POEM(L) — Dry, Nil; LMEM(L) — Int (6.2.80), 5; POWEM(O) — Dry, 5; LWEM(O) — Dry, 11; POWEM(R) — Dry, 2; LWEM(R) — Dry, 10; POWTR — Int (11.12.78), 3; LWTR — Dry, 2; POA — 234, 4; LSA — Int (15.11.78), 5; POCA — Dry, 2; LCA — Int (5.2.79), Nil; POCK — 493, 2; LCK — Int (31.3.78), 5; POSTD — 265, 1; LSTD — Int (7.12.78), 12; POMA — Int (17.10.78), 2; LMA — Int (21.2.78), 4; POAF/POAM(AE) — 189, 4; LAM(AE) — Int (9.12.77), 4; POEL(A) — Int (9.6.78), 7; LEM(A) — Int (8.12.77), 3; POEL(A) — Int (12.12.79), Nil; LREM(A) — Int (29.9.78), 7; POEL(AW) — Dry, 5; LEM(AW) — Int (4.8.78), Nil; POA(AH) — Int (6.6.79), 1; LA(AH) — Int (22.3.79), 1; POA(SE) — 636, Nil; LA(SE) — Int (30.6.78), Nil; POA(PHOT) — 347, Nil; POA(MET) — 239, Nil; POACMN — Int (23.11.78), Nil. POWREN(AE) — Dry, Nil; LWREN AM — Int (27.1.78), Nil; POWREN CK — Dry, Nil; LWREN CK — Int (13.12.79), Nil; LWREN TEL — Int (13.6.78), Nil; POWREN DSA — Int (29.9.78), Nil; LWREN DSA — Int (3.3.78), 3; POWREN MET — 295, Nil; LWREN MET — Int (2.6.78), Nil; POWREN PHOT — 389, Nil; LWREN PHOT — Int (7.2.78), Nil; POWREN(R) — 76, Nil; LWREN(R) — 101, 3; POWREN RS — Int (19.6.79), Nil; LWREN RO — 128, Nil; POWREN STD G — 430, Nil; LWREN STD G — Dry, Nil; POWREN STD O — Dry, Nil; LWREN STD O — Int (28.9.78), Nil; POWREN SA — Int (3.5.79), Nil; LWREN SA — Int (20.2.79), 1; POWREN TSA — Dry, Nil; LWREN TSA — Int (5.12.77), 2; POWREN WA — Int (24.5.79), 1; LWREN WA — Int (16.3.78), 2; POWREN WTR G — 78, Nil; LWREN WTR G — Int (5.12.77), 1; POWREN WTR P — Int (30.5.79), Nil; LWREN WTR P — Int (14.12.78), 4; LWREN WTR S — Dry, 1; POWREN D HYG — 84, Nil; POWREN REG — Dry, Nil; POWREN PT — Dry, Nil.

The basic dates quoted for WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR 1066 Chapter 22:

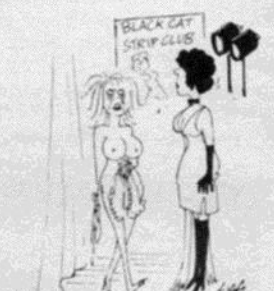
POWREN QA — Dry, Nil; POWREN ED — Int (29.1.78), Nil; POWREN MT — Int (2.3.78), Nil; LWREN MT — Int (20.10.78), 2; POWREN TEL — Int (19.7.78), Nil.



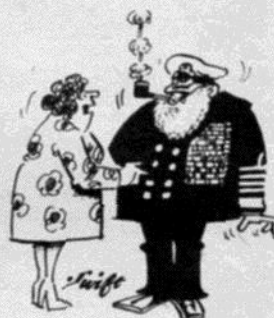
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"I've spent a year of your pay rise already ..."



"Watch it — there's a Jolly Jack in the front row with a water pistol ..."



"I don't see why you should get so upset — I thought all sailors were called Jack!"

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HELPING HANDS

Slimline Seven
shape up!

Scylla's Slimline Seven are a real tonic for the Little Sisters of the Poor, Belmont Road, Liverpool! Between them, the dashing dieters lost 70lb. while H.M.S. Scylla was at sea — and cashed in on their efforts. Proceeds of the sponsored slim-in will go to the Little Sisters to aid their work with the elderly. Showing off their lean and hungry look at Gibraltar are (left to right) MEA Al Summerill, MEM Colly Collier, LWEM(R) Brian Hewston, AB Ross Wyld, LRO Phil Udy, MEM Don Donovan and PO Paul Fletcher.

On the
road to
Lourdes

Sailors from H.M.S. RALEIGH have been helping to get handicapped children to Lourdes. Nine trainees, three senior rates, a Wren and three naval nurses helped the Handicapped Children's Pilgrimage Trust to take more than 120 groups of ten children each to the shrine.

The naval party, organized by Father Jim Allen, was allotted to help the leaders of different groups from many parts of Britain.

Floating
pounds?

Successful cyclists

Capt. B. N. Wilson, commanding officer of H.M.S. Cardiff, signs the first sponsorship form after a team of cyclists from the ship had completed a ride from Portsmouth to Cardiff. Watching closely is Cardiff's Lord Mayor, Councillor Mrs. Bella Brown. The cyclists, who raised more than £700 for a Cardiff hospital for handicapped children, are (left to right) Lieut.-Cdr. Ken Frith, CK Peter Freeman, WEM Robert Carnick, AB Peter Lane, LS Donald Acton, LWEM(R) Robert Gerrard, LPT Jeff Thorley and CPO Rich Scarfe.

A sponsored float-in by 14 submariners in "Michelin Men" escape suits raised nearly £400, and staff of the Submarine Escape Training Tank in H.M.S. Dolphin have now given the money to Coldeast Hospital, Salisbury Green. It will be used to buy equipment for a new "soft room" designed for handicapped children. Ward Sister Mary Brown is pictured receiving the cheque from an appropriately attired PO Dave Masters.

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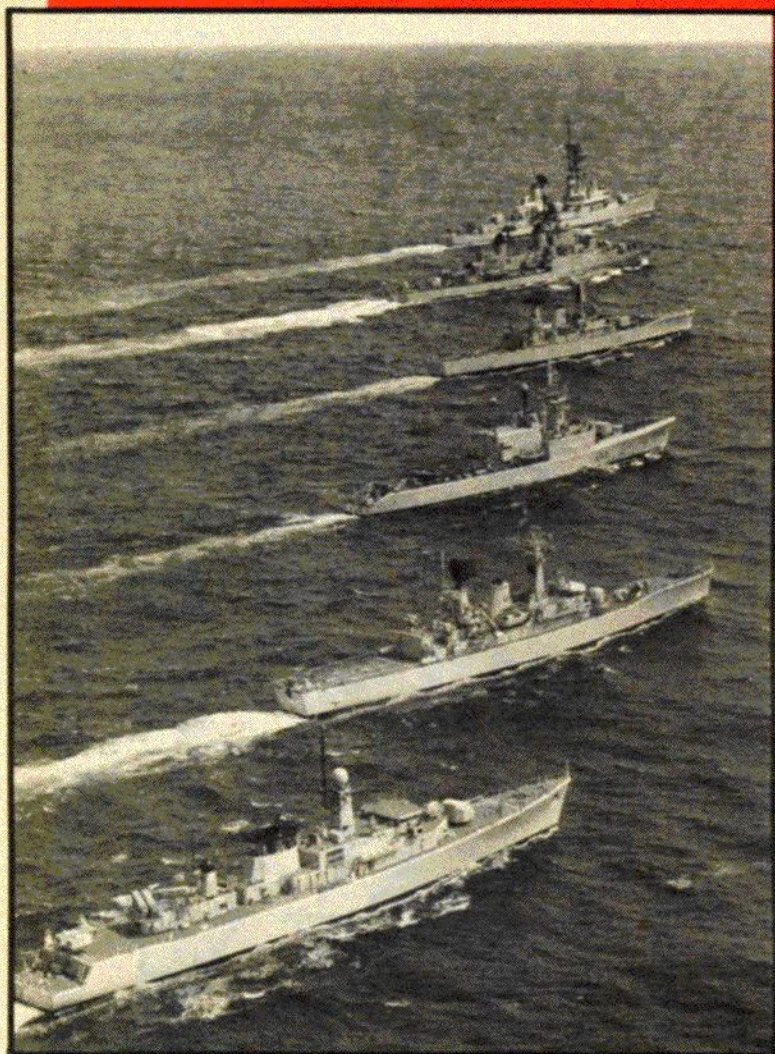
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JUNO LEADS THE WAY



As the Standing Naval Force Atlantic steamed across the ocean to take part in Exercise Open Gate 80, these scenes during work-up were captured on board the flagship, H.M.S. Juno, by LA(Phot) G. M. Holland.

They are among the first pictures taken of STANAVFORLANT since it came under the command of Commodore David Armytage, R.N., at Charleston on March 28.

They show:

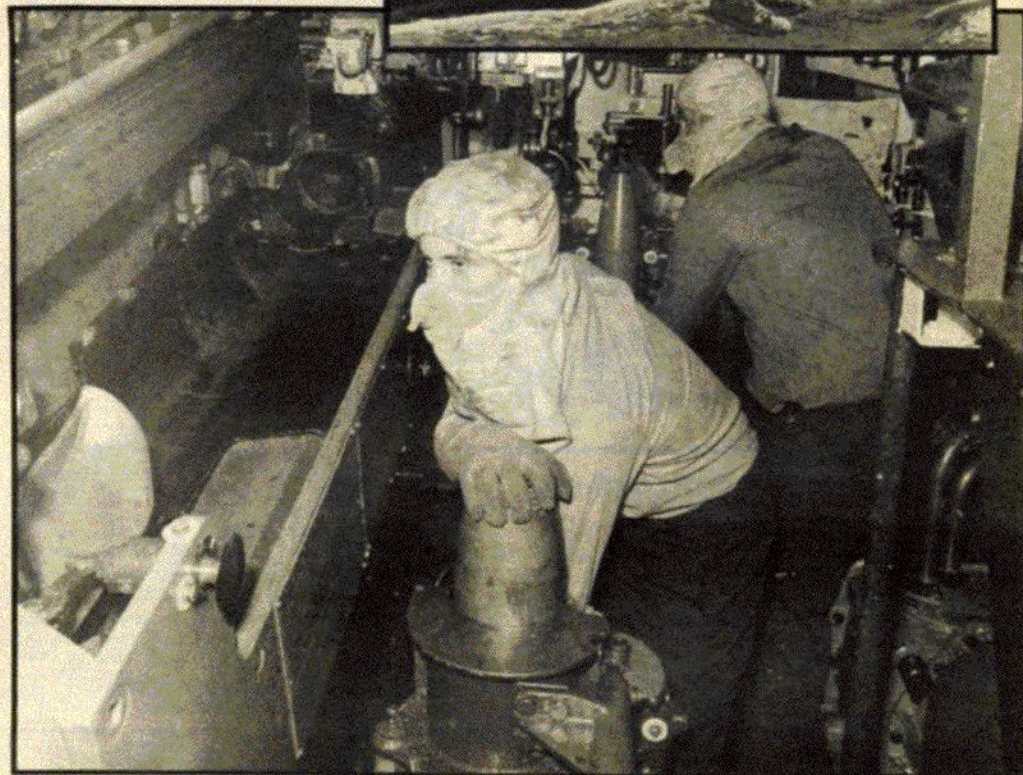
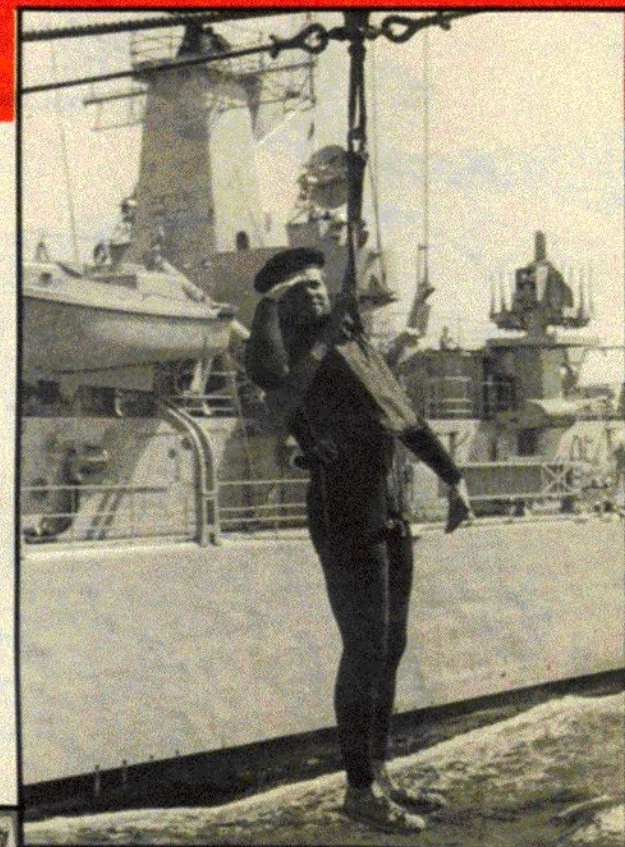
LEFT — The ships of the Squadron (from top): U.S.S. Sellers, F.G.S. Schleswig - Holstein of West Germany, H.M.S. Juno, H.M.C.S. Annapolis, H.N.M.S. Van Speyck of the Netherlands and B.N.S. Westdiep of the Belgian Navy.

RIGHT — "Permission to come aboard, Sir!" The Juno's flight commander, Lieut. Simon Thomas, gets airborne in different way as he hitches a ride during the light jackstay transfers between the Royal Navy frigate and the Van Speyck.

BELOW — Inside the 4.5in. gun turret of H.M.S. Juno. AB(M) "Scouse" Dunn is about to load the cordite charge while in the background AB(M) Terry Nash prepares to load the shell.



SEA(M) Neil Clayton closed up at the visual tracking position waiting for aircraft attack.



Eight POs join the U.S. cops

Eight petty officers from H.M.S. Juno spent an afternoon in the "custody" of Charleston County Police, South Carolina — and thoroughly enjoyed the experience.

The eight, from the ship's After POs Mess, each paired off with a patrolman to ride as "partner" for the afternoon in a patrol car. And they soon got involved in incidents ranging from an attempted bank robbery to tracing a runaway child.

POWTR Chris Brier issued the all-points bulletin on the missing child, assisted and prompted on the radio by his patrolman.

The Juno's brush with the American law was at the invitation of Charleston's Chief of Police, Luther J. Mowery, while the frigate was in port to join up with the five other ships of NATO's Standing Naval

Force Atlantic. The Juno was relieving H.M.S. Ardent.

After an eventful visit that included pilgrimages to Disneyworld and Daytona Beach, the force sailed on April 7 to to work up in the Virginia Capes exercise areas.

Before leaving Portsmouth to begin her six-month deployment with STANAVFORLANT, H.M.S. Juno completed a short work-up at Portland. During a rough passage to America, via the Azores and Bermuda, the ship's flight was inspected by the staff of Flag Officer Third Flotilla, and carried out AS12 wire-guided missile firings against the ship's towed target.

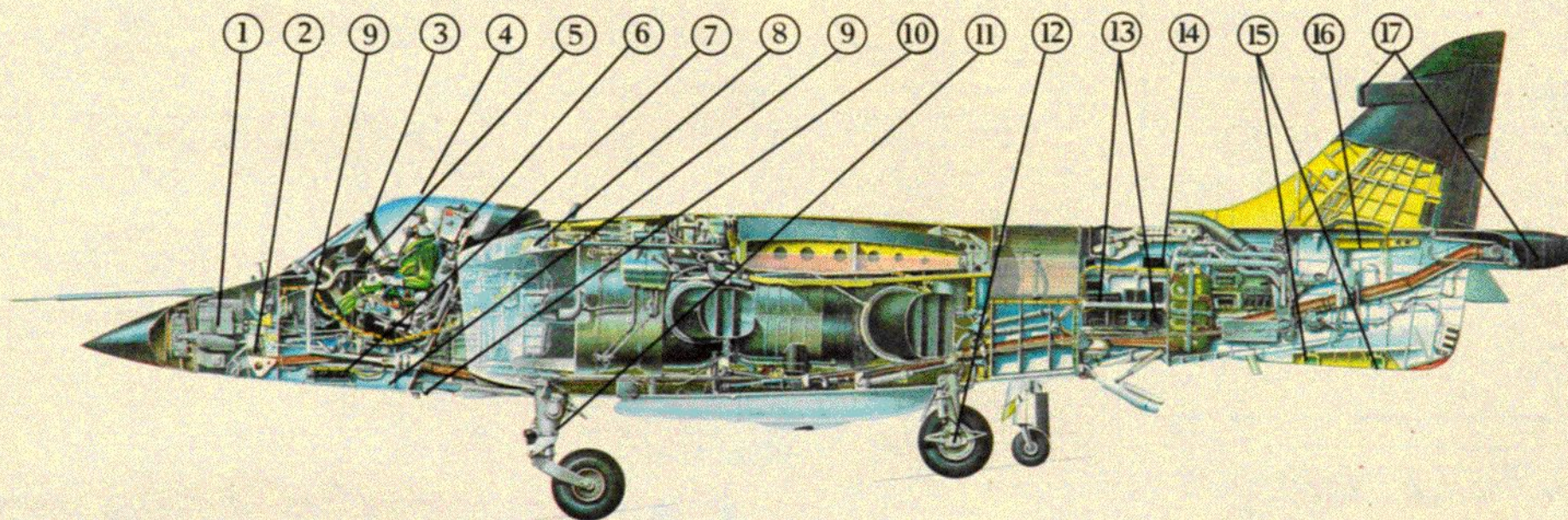
The AS12, visually aimed by the aircrewman — in this case LACMN Roy Gallichan — is designed to combat the fast patrol boat threat.



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Inside the Sea Harrier



With the Navy's first front-line Sea Harrier squadron in service and H.M.S. Invincible about to commission, these are exciting times for the Fleet Air Arm.

The cutaway diagram above pinpoints some of the modifications British Aerospace made to the basic Harrier aircraft to turn it into a Sea Harrier.

Key: 1, Blue Fox multi-mode radar. 2, Folding nose for hangar stowage. 3, Pilot's HUD with larger field of view. 4, Raised cockpit. 5, Improved cockpit layout. 6, Mk 10H ejection seat. 7, Doppler radar. 8, Re-designed wiring,

with lightweight cables, digital data highways and advanced EMC-immunity. 9, Easier maintainability. 10, I band transponder. 11, Storm lashing points. 12, Independent emergency brakes. 13, Digital navigation and weapon-aiming computers. 14, Autopilot. 15, Radar altimeter. 16, Increased tailplane authority. 17, Radar warning system.

In addition, British Aerospace improved corrosion protection throughout, particularly in the engine; replaced magnesium alloys; catered for air-to-air and air-to-surface missiles; and strengthened the weapons stations.



NEW LIFE FOR '800'

Premier squadron

Eight years after going out of commission, 800 Naval Air Squadron was "reborn" at R.N. air station Yeovilton on April 23.

The occasion was the commissioning of the Fleet Air Arm's premier squadron, now re-equipped with the Sea Harrier FRS1.

First formed in 1933, 800 Squadron flew Hawker Nimrod aircraft at R.A.F. Upavon and her extensive battle honours span the Second World War, Korea and Suez.

RETURN

The commissioning ceremony was attended by many distinguished guests, including the First Sea Lord, Admiral Sir Henry Leach. It heralded the return to the Fleet Air Arm of the first British-manufactured front-line fixed-wing aircraft since the Blackburn (Hawker Siddeley) Buccaneer in 1964.

Commanded by Lieut.-Cdr. T. J. H. Gedge, the squadron will consist of five V/STOL Sea Harriers and will eventually embark in H.M.S. Hermes after the carrier is fitted with a ski-jump.



With her husband looking on, Mrs. T. J. Gedge, wife of the squadron's commanding officer, cuts the 800 Naval Air Squadron commissioning cake with the aid of EM(AW) S. E. Flint. Top: The First Sea Lord, Admiral Sir Henry Leach, and Lieut.-Cdr. T. J. H. Gedge, toast the Sea Harrier at the ceremony.

Pictures: PO(Photos) Stuart Wood and Ted Tierney

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NN/2/79

PEN-PALS

Details of the applicants are as follows:

Lynda (23), single, 5ft. 11in., fair hair, Edmonton, London.

Ann (38), divorced, 5ft. 4in., brown hair, blue eyes, two children, Chester.

Sue (22), single, 4ft. 10in., brown hair, brown eyes, Brighton, Sussex.

Pat (25), single, brown hair, hazel eyes, one daughter (two), Bristol.

Arlene (17), single, 5ft. 5in., brown hair, brown eyes, London.

Jenny (27), divorced, 5ft. 4in., brown hair, green eyes, Plymouth.

Kim (17), single, 5ft. 8in., blonde hair, blue eyes, Stoke-on-Trent, Staffs.

Sharon (17), single, 5ft. 2in., auburn hair, hazel eyes, London.

Sharon (20), divorced, 5ft. 6in., brown hair, blue eyes, one son (two), Billingham, Cleveland.

Debbie (22), single, brown hair, blue eyes, Swansea.

Lee (16), brown hair, blue eyes, London.

Alexis (29), divorced, 5ft. 2in., brown hair, grey-green eyes, two children, Cromer, Norfolk.

Francine (27), divorced, 5ft. 1in., brown hair, brown eyes, two children, Cromer, Norfolk.

Josie (40), single, 5ft. 6in., auburn hair, blue eyes, Bristol.

Jackie (16), 5ft. 1in., blonde hair, blue eyes, Harwich, Essex.

Roberta (25), single, 5ft. 5in., brown hair, brown eyes, Harwich, Essex.

Jill (25), single, 5ft. 2in., blonde hair, blue eyes, Harwich, Essex.

Elaine (20), single, 5ft. 6in., auburn hair, green eyes, Bristol.

Julia (22), single, 5ft. 3in., black hair, blue eyes, Bristol.

Angela (16), 5ft. 3in., sandy hair, blue eyes, Stoke-on-Trent, Staffs.

Jean (36), divorced, 5ft. 2in., blonde hair, three children, Hartlepool, Cleveland.

Tracy (17), single, 5ft. 4in., auburn hair, green eyes, Stoke-on-Trent, Staffs.

Carole (31), single, 5ft. 1in., brown hair, blue eyes, Birmingham.

Patricia (37), divorced, 5ft. 4in., dark hair, Totton, Hants.

Rosina (41), divorced, 5ft., black hair, brown eyes, one son (ten), Manchester.

Miss J. (27), single, brown hair, brown eyes, Hampton, Mddx.

Sandra (18), single, 5ft. 3in., brown hair, hazel eyes, Addlestone, Surrey.

Julie (17), single, blonde hair, blue eyes, Tamworth, Staffs.

Jenny (48), widow, 5ft. 1in., fair hair, blue eyes, Swindon, Wilts.

Lorraine (24), single, 5ft. 4in., brown hair, brown eyes, Bristol.

Christine (29), divorced, 5ft. 2in., brown hair, hazel eyes, two daughters, Birmingham.

Jackie (37), divorced, 5ft. 6in., brown hair, blue eyes, three children, Gloucester.

Christine (25), single, 5ft. 4in., brown hair, blue eyes, New Malden, Surrey.

Sara (15), 5ft. 3in., blonde hair, blue eyes, Manchester.

Christine (33), single, 5ft. 4in., brown hair, Brighton, Sussex.

Sandra (34), divorced, 5ft. 5in., blonde hair, blue eyes, Norwich.

Jennifer (22), single, 5ft. 4in., brown hair, green eyes, Milton Keynes.

Linda (26), divorced, 4ft. 10in., fair hair, two children, Dorking, Surrey.

Louise (17), single, 5ft. 5in., blonde hair, Windsor, Berks.

Maureen (26), single, 5ft. 4in., brown hair, hazel eyes, Brighton, Sussex.

Geraldine (30), single, 5ft. 2in., blonde hair, green eyes, Cheltenham, Glos.

Hilary (33), divorced, 5ft. 2in., brown hair, brown eyes, one son, Rochester, Kent.

Sandra (18), single, 5ft. 3in., fair hair, Romford, Essex.

Lynne (17), single, 5ft. 2in., blonde hair, Romford, Essex.

Mary (26), divorced, 5ft. 1in., brown hair, blue-grey eyes, Tottenham, London.

Jean (25), divorced, brown hair, hazel eyes, two children, Plymouth.

Fiona (20), single, 5ft. 2in., brown hair, hazel eyes, Salford, Lancs.

Paula (29), single, 5ft. 6in., blonde hair, blue-grey eyes, Salford, Lancs.

Vivien (25), single, 5ft. 3in., blonde hair, green eyes, Salford, Lancs.

Barbara (30), divorced, 5ft. 2in., brown hair, blue eyes, three sons, St Austell.

Miss A. (22), single, 5ft. 3in., brown hair, hazel eyes, Bristol.

Maureen (42), divorced, 5ft. 7in., brown hair, blue eyes, one daughter (11), Portsmouth.

Joyce (42), divorced, 5ft. 2in., brown hair, brown eyes, Southsea, Hants.

Marina (24), divorced, 5ft. 2in., brown hair, hazel eyes, one son (four), Bristol.

Sarah (16), 5ft. 3in., brown hair, blue eyes, Bristol.

Tina (16), 5ft. 3in., fair hair, Bristol.

Sarah P. (16), 5ft. 1in., dark hair, Bristol.

Brenda (23), single, auburn hair, blue eyes, Bristol.

Maria (47), widow, 5ft. 5in., auburn hair, Bristol.

Patricia M. (40), widow, 5ft. 4in., dark hair, Bristol.

Melanie (16), 5ft. 5in., blonde hair, blue eyes, Harlow, Essex.

Dawn (20), single, brown hair, brown eyes, Richmond, Surrey.

Carole (17), single, 5ft. 8in., brown hair, brown eyes, Cannock, Staffs.

Lynda (18), single, 5ft. 6in., brown hair, blue eyes, Brighton, Sussex.

Maureen (19), single, 5ft. 2in., blonde hair, blue eyes, Liverpool.

Joy (19), single, 5ft. 7in., fair hair, blue-brown eyes, Brighton, Sussex.

Nicky (17), single, 5ft. 4in., blonde hair, blue eyes, Shoreham-by-Sea, Sussex.

Yvonne (23), single, 5ft. 3in., black hair, green eyes, St Helens, Merseyside.

Gail (20), single, 5ft. 4in., brown hair, green eyes, Loughborough, Leics.

Kim (17), single, 5ft. 2in., brown hair, brown eyes, Upper Norwood, London.

Valerie (31), separated, 5ft. 3in., brown hair, blue eyes, one daughter (nine), New Malden, Surrey.

Fleur (17), single, auburn hair, green eyes, Plymouth, Devon.

Blanche (18), single, blonde hair, blue eyes, Plymouth.

Phyllis (23), divorced, 5ft. 4in., brown hair, two children, Gosport, Hants.

Valery (33), divorced, 4ft. 11in., sandy hair, green eyes, Rugby, Warks.

Patricia (55), widow, brown hair, brown eyes, Liverpool.

Alison (16), 5ft. 2in., brown hair, Newcastle-on-Tyne.

Paula (16), 5ft. 2in., brown hair, hazel eyes, Bognor Regis, Sussex.

Teena (15), 5ft. 3in., brown hair, brown eyes, Wellington, New Zealand.

Jean (34), divorced, 5ft. 4in., auburn hair, brown eyes, Huyton, Merseyside.

Readers seeking penfriends in the Royal Navy are listed here. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals", Navy News, H.M.S. Nelson, Portsmouth PO1 3HH. On receipt the replies will be redirected — but only if they have been stamped.

Annette (17), single, 5ft. 6in., fair hair, blue eyes, London.

Susan (17), single, 5ft. 4in., blonde hair, hazel eyes, Wolverhampton.

Susan (31), divorced, 5ft. 2in., dark hair, brown eyes, Plymouth, Devon.

Wendy (35), divorced, 5ft. 3in., blonde hair, hazel eyes, Plymouth, Devon.

Lisa (16), 5ft. 5in., brown hair, Brighton, Sussex.

Wendy (19), single, 5ft. 9in., brown hair, blue eyes, Rochester, Kent.

Sue (18), single, dark hair, brown eyes, Harrow Weald, Mddx.

Elizabeth (18), single, 5ft. 5in., brunette, blue eyes, Woking, Surrey.

Audrey (46), divorced, 5ft. 2in., hazel eyes, Shropshire.

Carol (30), single, 5ft. 8in., brown hair, brown eyes, Plymouth.

Jean (40), single, 5ft., brown hair, blue eyes, Brighton, Sussex.

Mary (22), single, 5ft. 6in., brown hair, grey eyes, Bootle, Merseyside.

Caroline (35), divorced, 5ft., blonde hair, blue eyes, London.

Paula (15), 5ft. 3in., brown hair, blue eyes, Barnsley, S. Yorks.

Margaret (32), divorced, 5ft. 1in., brown hair, grey eyes, Plymouth.

Catherine (24), divorced, 5ft. 3in., brown hair, brown eyes, Plymouth.

Angie (27), divorced, 5ft. 8in., dark hair, brown eyes, one son (six), Havant, Hants.

Carol (19), single, 5ft. 6in., brown hair, green eyes, Needingworth, Cambs.

Sylvia (40), divorced, 5ft. 7in., brown hair, two children, Belfast.

Myra (45), divorced, 5ft. 3in., black hair, brown eyes, Portsmouth.

Val (18), single, 5ft., dark hair, brown eyes, Horley, Surrey.

Wendy (34), divorced, 5ft. 2in., brown hair, brown eyes, Doncaster.

Thelma (32), divorced, 5ft. 4in., brown hair, two sons, Gateshead, Tyne & Wear.

Elizabeth (25), separated, 5ft. 2in., brown hair, blue eyes, one son (three), Fochabes, Moray, Scotland.

Ivana (26), single, 5ft. 7in., brown hair, blue-green eyes, Nottingham.

Miss L. (21), single, 5ft. 6in., dark hair, blue-green eyes, Rushden, Northants.

Stacey (16), 5ft. 7in., blonde hair, blue eyes, San Francisco, U.S.A.

Rosemary (20), single, 5ft. 6in., brunette, Watford, Herts.

Julie (15), 5ft. 1in., brown hair, hazel eyes, Barnsley, Yorks.

Sylvia (18), single, 5ft. 3in., brown hair, hazel eyes, Liverpool.

Jeanette (25), divorced, 5ft. 3in., brown hair, brown eyes, Faversham, Kent.

Kay (49), divorced, 5ft. 7in., Lancing, Sussex.

Mary (38), divorced, 5ft., brown hair, blue-brown eyes, four children, Leicester.

Patricia (18), single, 5ft. 2in., brown hair, blue eyes, Plymouth.

Jane (19), single, 5ft. 4in., brown hair, blue eyes, Edenbridge, Kent.

Linda (27), divorced, 5ft. 2in., brown hair, hazel eyes, one son (ten), Tonbridge, Kent.

Christine (27), divorced, 5ft. 6in., blonde hair, green eyes, one son (eight), Highbridge, Somerset.

Mandy (21), single, 5ft. 2in., fair hair, green eyes, Immingham, Humberside.

Doreta (18), single, 5ft. 1in., brown hair, grey eyes, Cardiff.

Lee (24), divorced, 5ft., brown hair, brown eyes, Cardiff.

Ann (19), single, 5ft. 1in., fair hair, blue eyes, Streatham, London.

Avril (22), single, 5ft. 1in., blonde hair, green eyes, Penzance, Cornwall.

Ann (18), single, 5ft. 4in., brown hair, grey-blue eyes, Presteigne, Powys.

Lynn (21), single, 5ft. 3in., brown hair, hazel eyes, Birmingham.

Janice (22), single, 5ft., blonde hair, blue eyes, Sheffield.

Ruth (41), widow, 5ft. 7in., brown hair, brown eyes, three children, Stoke-on-Trent.

Irene (42), divorced, 5ft. 5in., brown hair, grey-green eyes, Stoke-on-Trent.

Vicky (19), single, 5ft. 4in., brown hair, Sheffield.

Caroline (15), 5ft. 2in., blonde hair, blue-green eyes, Banstead, Surrey.

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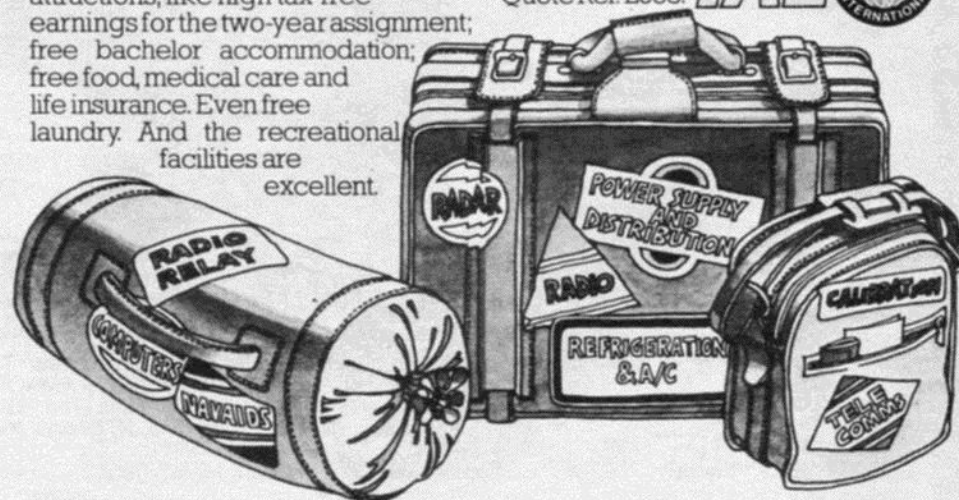
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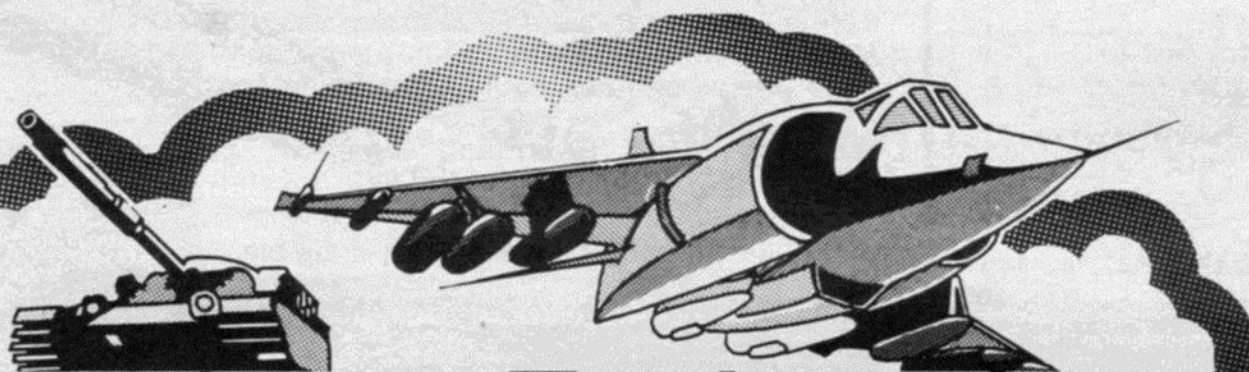
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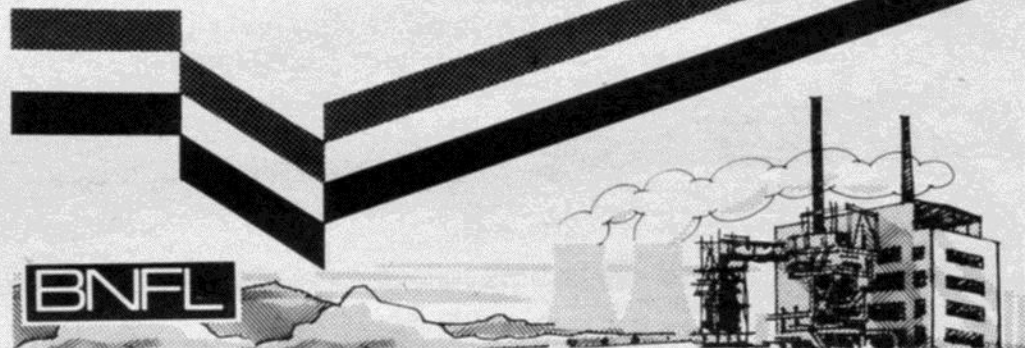
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P.S.

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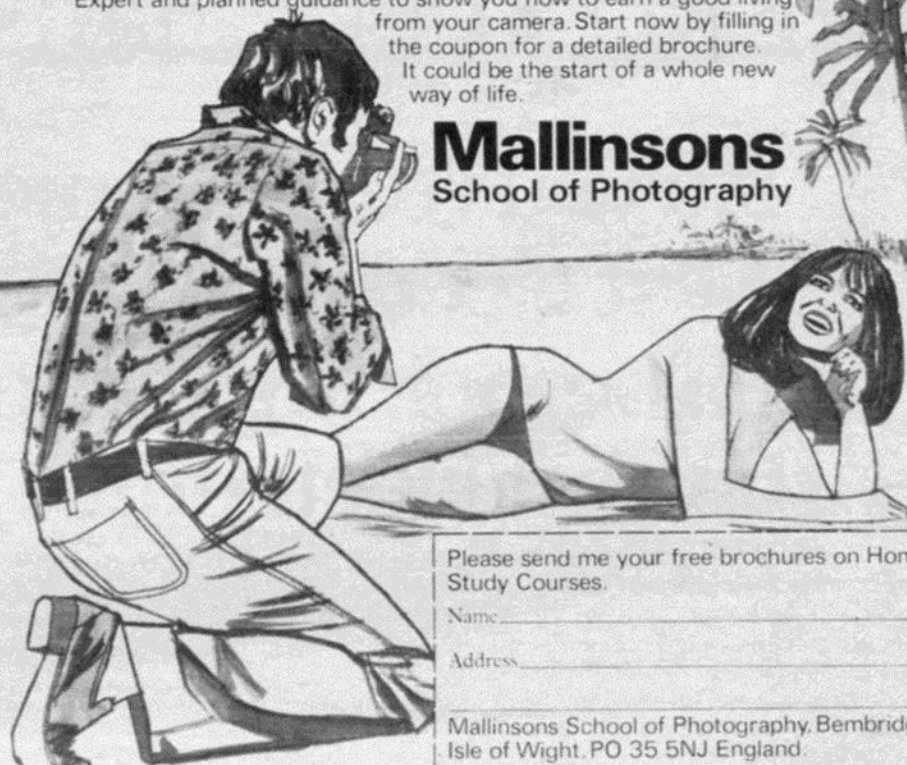
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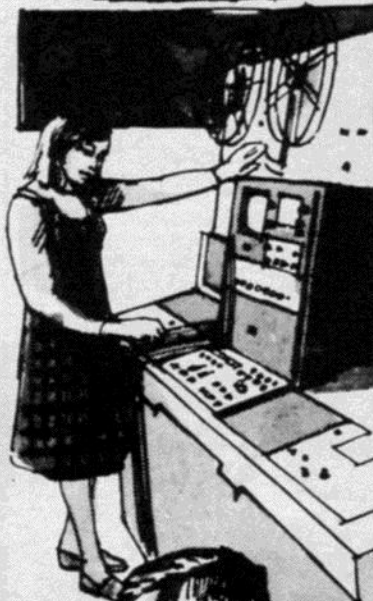
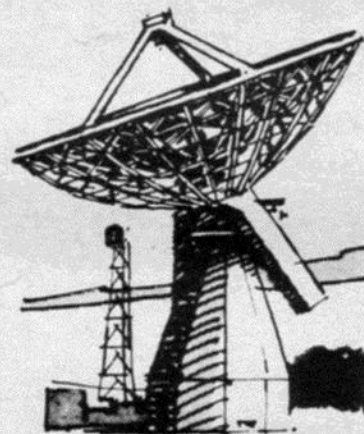
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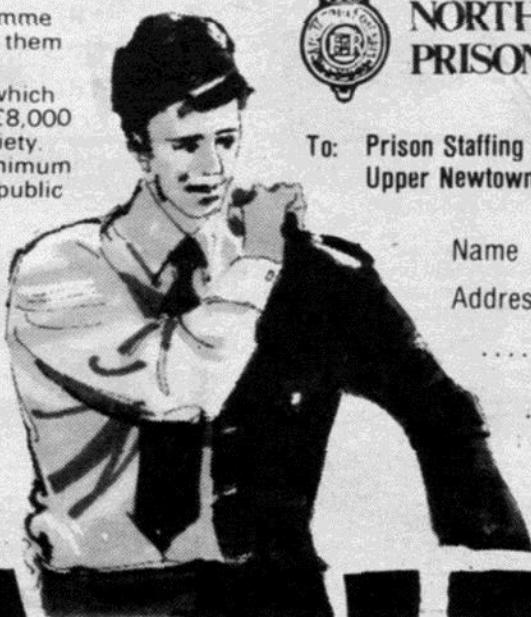
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SPORT

That'll teach them!

The Navy's Under-25 cricketers put N.C.A. senior coach Les Lenham's advice to good effect in a 55-over match at Portsmouth by beating their seniors, writes **Derek Oakley**.

Following a week of instruction by Mr. Lenham, the Under-25s took on the Chairman's XI — and won with two wickets and 20 balls to spare.

The seniors batted slowly against steady pace bowling by WEM Paul Humphries and LREM Peter Williams, Sub-Lieut. Tony Izzard (35) and Lieut.-Cdr. John Dunt (29) putting on 52 before they both fell to slow left arm newcomer Sub-Lieut. Eric Fraser.

He flighted the ball well and kept even Cdr. Roger Moyland-Jones quiet for a time.

At lunch the Chairman's XI was 118 for two off 37 overs, with Fraser completing his 15 overs for two wickets at a cost of 50 runs.

TABLE TENNIS

So close to an upset

Seventeen-year-old EM(A) Jens Andersen (H.M.S. Raleigh) went very close to causing a major upset at the R.N. table tennis individual and Inter-Command championships held in H.M.S. Heron.

He reached the final by beating former champions Lieut. Trevor Ward (H.M.S. Heron) and MNE Alan Alexander (CTCRM), but was then beaten 21—11, 14—21, 21—14 by the experienced CPO Ernie Brown (H.M.S. Heron).

CPO Brown made it a double by winning the doubles competition with Lieut. Ward. They beat Andersen and POPT Wilson (H.M.S. Raleigh) in the final.

AIR COMMAND

Naval Air Command won the Chester Lawrence Inter-Command Trophy.

Brown, Andersen, Ward and Alexander all reached the last 16 or better at the Combined Services championships at R.A.F. Stanmore Park. Brown and Alexander reached the final of the doubles competition.

Wren Judy Drew lost in the final of the ladies singles and, partnered by CPO Brown, also lost in the final of the mixed doubles.

Superdoc in the medals

Surgeon Lieut. Alex Wilson Mills picked up three silver medals for Scotland at the American Masters short course swimming championships in Fort Lauderdale, Florida.

In the 25 to 30 age group Lieut. Mills finished second in the 100yd. freestyle in 48.45sec., the 100yd. individual medley (54.67) and the 200yd. freestyle (1:45.52). He also competed in four other events.

Also in the team were former swimming stars David Wilkie and Bobby McGregor. Competing in Lieut. Mills's group, David Wilkie won three gold medals.

CRICKET

Moylan-Jones miscued off the aggressive UY Roger Shugrue, who with MT4 Babu Tailor mopped up the middle and lower order and kept the runs down. Fielding was extremely good throughout.

INITIATIVE

Facing a total of 173, MEM Bob Barker and Shugrue seized the initiative by scoring 30 off the first six rather loose overs. Even when CPO John Michels and LWTR Andy Collier came on, the runs continued to flow.

Barker was caught behind at 65, and although wickets fell steadily at the other end, Shugrue continued to a fine 50 before falling to a catch in the deep with the score on 120.

An eighth wicket stand between Fraser and Humphries finally saw the Under-25s home after Michels and Izzard had whittled their way through the middle order.

DROUGHT

An eight-week drought has caused pitch problems at both main ports. Plymouth's Mount Wise was re-seeded in the spring and the outfield is very poor. It is likely the Navy's game against Devon will have to be moved — probably to a civilian ground as neither Manadon nor Dartmouth are thought to be up to standard.

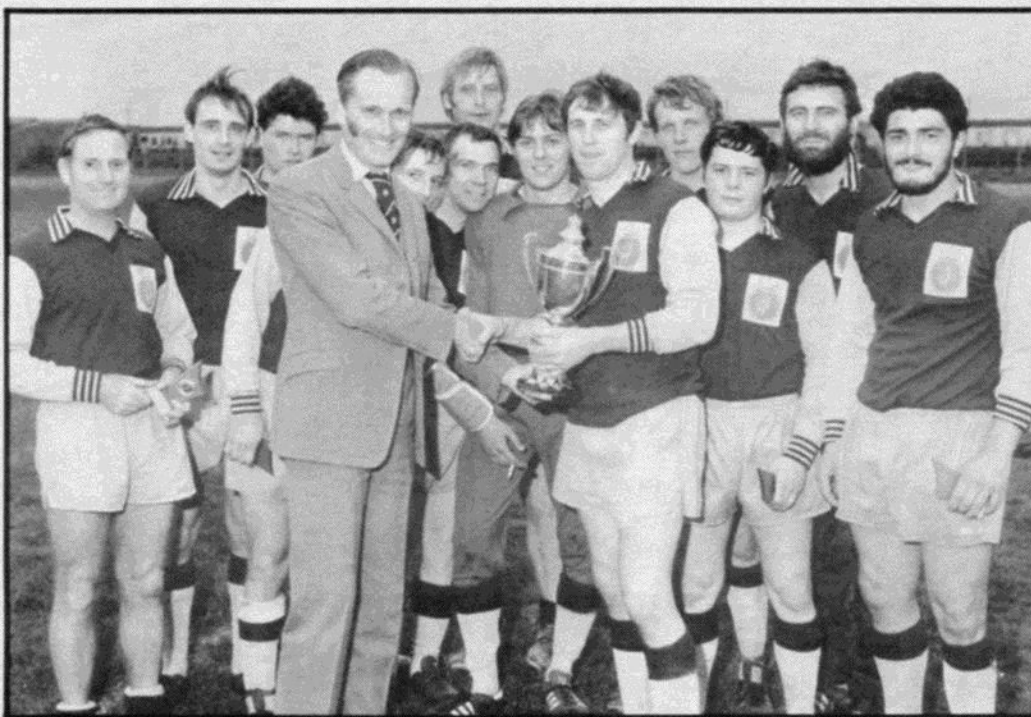
At Portsmouth, the dry weather has given no chance for the outfield to be rolled after its beating from the rugby season, and Hampshire have already moved one John Player League match to Southampton.

POOR NOTE

It seems such a pity that on what is the Navy's main cricket and hockey pitch we have to start the season on such a poor note. An earlier end to rugby, or only one rugby pitch, would obviously help.

● There will be an R.N.C.C. cricket tour to Washington and Philadelphia from August 22 to September 1. Members who wish to be considered should write to the Hon. Secretary, Capt. D. A. Oakley R.M. at R.M. Eastney as soon as possible.

INTREPID TROPHY



POAF Jimmy Quinn, skipper of the H.M.S. Heron soccer team, receives the Naafi Jubilee Cup from former England manager Joe Mercer.

Capt. L. A. Bird, chairman of the R.N. Football Association, presents the Maxi Cup to Cpl Jan Harris R.M., skipper of the H.M.S. Intrepid soccer team which beat H.M.S. Bulwark in the final of the Fleet competition.

Intrepid's leading goal scorer failed a late fitness test, and they lost defender Yapp to injury in the first ten minutes of the final. To add to their problems, Bulwark's Young scored during this period.

However, Intrepid equalised when Denham tapped in a pass from Valente, and took the lead when Tokley scored direct from a corner kick. Swinfield added a third, and Tokley scored again after Bulwark had pulled it back to 3—2.

HAPPY HERON ARE THE GOAL KINGS

H.M.S. Heron earned the right to call itself the top soccer unit in the country by winning the 1980 Naafi Jubilee Cup. It was the first time in the ten-year history of the competition that a naval unit had won the title, writes **Jack Sheppard**.

The competition is a play off between the Army, Navy and R.A.F. unit champions, with the trophy going to the team that scores the most goals.

Heron got off to a great start without kicking a ball when R.A.F. Brize Norton and Training Regiments R.E. played out a goalless draw in the first match of the tournament.

LSA Kevin Conroy (2) and POAF Roger Noon scored Heron's goals in a 3—2 win over the Army champions at Camberley. This meant Brize Norton had to score a hatful of goals in the decider against

SOCCER

Heron at Yeovilton — and Heron had other ideas about that.

In a game that seldom reached any heights, Roger Noon scored Heron's goal in a 2—1 defeat that still left the Navy tops on goals.

Joe Mercer, the former England captain and manager, presented the Naafi Jubilee Trophy to Heron skipper POAF Jimmy Quinn.

● An Inter-Service five-a-side soccer tournament is to be held at Earl's Court during the Royal Tournament for the first time. Dates are: July 9, 1430 — R.A.F. v. Met. Police (A); 1930 — Army v R.N. (B). July 10, 1930 — Losers (A) v. Losers (B). July 24, 1930 — Winners (A) v. Winners (B).

SQUASH

Clean sweep in Cyprus

Navy squash champion Lieut.-Cdr. Robin Bawtree led a team on a highly successful week-long tour to Cyprus last month, combining representative matches, coaching sessions and exhibitions.

Other members of the team were Lieut.-Cdr. Colin O'Keefe, Sub-Lieut. Irvine Pratley, CPO Pat Beaton, Sgt. Peter Best, PO Alfie Halford and ELMN(A) Geoff Huggins, who was runner up to Bawtree in the Navy championships.

COACHING

Coaching sessions organized by the players before their matches against local Service teams were well and enthusiastically attended, and proved a most gratifying part of the tour for the Navy team.

In addition, Bawtree and Huggins played exhibition matches at Dhekelia and Episkopi, to the delight and admiration of packed galleries.

Matches were played against Episkopi, Dhekelia Garrison and a Combined Services side, all of which were won by the tourists without dropping a set.

ADVERSARY

Clive Rothwell, an old adversary of the Navy from his Inter-Service days with the R.A.F., was one of the civilians brought in to strengthen the local Service side.

The team was billeted at Episkopi Garrison and the matches arranged by Squadron Leader Peter Leach, chairman of Cyprus squash. He ensured that the programme left the visitors with time to enjoy the local food and wine and to tour Paphos, the Troodos Forest and Limasol.

Angling dates

Plymouth Command is to host the 8th R.N. and R.M. Sea Angling Championships on July 21. R.N. and R.M.A.A. members and affiliated clubs, including civilians, are eligible, and entry forms and further information can be obtained from POMA Wellburn, Eye Department R.N.H. Plymouth (Plymouth 29363 ext. 298).

On July 16 the R.N. and R.M.A.A. is holding its coarse angling championships at Evesham. Details and application forms can be obtained from the secretary, CWEMN Peter Mawby, WO and CPOs' Mess, H.M.S. Dolphin (ext. 4172).

Navy golfers go west!

The second visit by Navy golfers to the West Country produced the same result as the first when they were beaten by Cornwall at Tehidy Park by 11½ matches to 3½, writes **John Weekes**.

As has so often happened in the past the Navy did badly in the forenoon foursomes and at the halfway stage were trailing by four games to one. This left too much to do in the afternoon singles, and the gap proved impossible to close; the Navy winning 2½ games to Cornwall's 7½. Even so there were some excellent performances from Navy players.

Lieut. Ian Yuill did particularly well, winning his single by the large margin of seven and five against the Captain of Cornwall, who plays off a handicap of one. He also won his foursome in partnership with LRO Nobby Stiles

(H.M.S. Ambuscade) though this was achieved only through a remarkable chip by Nobby on the last hole which went in for a birdie three.

Ian is about to leave Daedalus for Collingwood, where his presence will be greatly appreciated by Portsmouth Command and his loss regretted by Naval Air.

Nobby also managed a good half in his singles, so that 2½ out of the Navy's 3½ points came from him and Ian. The other point was gained by Lieut. Roger Hockey (Collingwood) who was slowly but surely bringing up the rear in the singles. Roger seemed to have regained his putting touch, most necessary in matches against such high standard opponents where the reaching of each green in "par" figures is more a matter of expectation than comment.

Rumours have reached me about a most successful Naval Air Command championships held in early May at Western Gails on the bonnie banks of the Clyde. Apparently age is no handicap to that perennial youngster Cdr. Ron McLean (Staff of FOSNI) who won the honours yet again with two really excellent rounds in extremely difficult conditions.

Both were under 80 and one included an eight, so the standard must have been high.

Second was Lieut. Alan Bray (Daedalus) whilst Ian Yuill's third place included one remarkable half of 32. Lieut.-Cdr. Richard Moore (AUWE) was fourth so at least those currently in the Navy team justified their selection, even if they could not all then win when playing Cornwall.

Blackmoor was in particularly good condition for the annual meeting of the RNGS, played there and at Liphook on May 1 and 2. The handicap Challenge Cup was won by Lieut.-Cdr. Bill Illingworth with an excellent round of 68, closely followed by Cdr. John McGregor, the new Fleet and Medway Command golf secretary, with a 69.

The chief winner, though, was the Navy golf President, Rear-Admiral Duncan Lang, playing off a spurious handicap of 12 and not only being the leading veteran but also winning the match play in Division 2, beating CPO Jim Woods (Sultan) in a hard fought final.

The match play in Division 1 was taken by Cdr. Bill Daniels (Northwood), who was back in his old form when he beat Lieut.-Cdr. Peter Barber in the final.

ROBISON'S RECORD

Mid. Chris Robison (BRNC Dartmouth) ignored awful running conditions to break the R.N. junior 3,000m. record during the Navy's representative match at Woodford, London.

Robison's time of 8min. 55.1sec. was more than five seconds inside the previous record. He also ran very well in the annual match at Exeter, threatening the Navy junior 1,500m. record with a time of 4min. 0.3sec.

The Navy finished fifth at Woodford, beating the Army in a track and field match for the first time anyone can remember, and won at Exeter. Both teams put out in Navy colours were largely young and untried, led by a nucleus of experienced athletes including WO2 Ted Kelland, CPOPT Keith Cawley and POPT Terry Osbourne.

ATHLETICS

Lieut. Chris Bryning, a pilot at R.N. air station Culdrose and better known for his prowess on the rugby field, has turned his talents to pole vaulting. He won the senior events at both Woodford and Exeter, and is a real find for the Navy athletics squad.

Another new name on the scene is that of JEM(A) Darrel Stretton, whose father, CPOPT Gus Stretton, is now in the Careers Service. Darrel has represented Wales as a youth, and although still a junior is the Navy's number one javelin thrower. He was second at both Woodford and Exeter.

AB Richard Nicholson (H.M.S. Nelson) ran a 10.9sec. 100m. to finish second in the Hampshire championships at Southampton. It was the first time a Navy sprinter had broken the 11sec. barrier since Peter Gabbet's day.

Nicholson was also in good long jump form in a National League meeting at Cwmbran, South Wales. His leap of 6.88m. bettered the national standard and was 22cm. up on his best jump of last season.

On the marathon front, PMT John Stephens and PMT Pat Dunleavy (both serving at R.A.F. Halton) competed in the British marathon championships at Milton Keynes. Stephens produced an excellent time of 2hrs. 34min. 8sec., and Dunleavy finished in 2.50.18.

Captain Tom strikes silver

LS(D) Tommy Taylor struck silver in a multi-nations tournament at Duisburg, West Germany, last month while captaining the England boxing team for the first time.

Taylor, the Navy and Combined Services light-heavyweight champion, halted East German Andreas Pergamenter in his first bout, outpointed West German champion Kurt Seiler in the semi-final, and was stopped by East German Herbert Bauch in the last round of the final.

National boxing selectors have been told by the Navy that Marine Terry Marsh WILL meet Joey Frost of Liverpool — after the Olympic Games. The brilliant Navy, Combined Services and British A.B.A. welterweight champion had been ordered to meet Frost in an Olympic eliminator, despite beating Frost convincingly in the England A.B.A. semi-finals.

Marsh turned down the invitation so that he could return to 41 Commando for operational training.

DISAPPOINTED

He — and everyone else connected with Navy boxing — had been bitterly disappointed that he had not done enough in the eyes of the selectors to warrant their automatic Olympic approval.

Ironically, Marsh's Service commitments might well have saved the national selectors from their embarrassing indecision. Although he would almost certainly have declined an invitation to Moscow, he felt he had done enough to earn the honour of being asked to represent Great Britain.

Navy officials have told the A.B.A. of Marsh's decision, and informed them that the young Royal Marine will be available to box Frost after the summer.

POOR NOTE

The Olympic selection row was a poor note to end what has been a wonderful season for Navy boxing.

CPO Tony Oxley's record-breaking squad lost just one bout on the way to their third successive Services team title, beating the Army 9-1 and the R.A.F. 10-0. Even the Combined Services championships were turned into a naval occasion, with ten of the 11 finals contested by Navy boxers. Seven of them won their contests.

Four of Oxley's champions — Marsh, Taylor, AB Cliff Storey and AB Wayne Green — reached the England A.B.A. semi-finals at Gloucester, where Storey was a shade unlucky to lose a majority decision to London's stylish flyweight Steve Martin. Tommy Taylor also lost on a split decision, to the 1979 — and subsequently 1980 — champion, Andrew Straughn.

BOXING

Green won his light-welterweight contest at Gloucester with one punch — a stunning left hook that stretched London champion Dennis Horgan on his back for several long, worrying minutes.

But at Manchester, in the national semi-finals, it was Green's turn to take some punishment. He was swamped in the second round by Scotsman Jim McAllister.

It was tough luck on Green, who deserved a Wembley final after a season in which he has stopped four out of five opponents in Inter-Service and A.B.A. appearances.

WALES TRIP

As a result of their popular visit to South Wales in February, the Navy's Under-19 boxers were asked to return to Swansea for an end-of-season match.

The Navy lads lost 4-7, but treated a packed house to several very exciting bouts.

WEM Jimmy Murphy, the CSBA U-19 light-middleweight champion, featured in a toe-to-toe confrontation with Welsh champion Vince Wheeler but lost a close majority decision.

Navy winners were LS Thorne (H.M.S. Dryad), App Harry (H.M.S. Collingwood), Marine Spiers (45 CDO), and RO Ray Marshall, who turned in his best performance of the season to beat Alan Mcglusky.

Golf date

The annual golf competition of the Royal Navy's PTIs takes place at Southwick Park on June 20. Entry forms can be obtained from Lieut. Bob Easson, PT Officer, H.M.S. Dryad.

SPORTS FIXTURES

JUNE

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1 — Motoring: RAC Leaders sprint championships (Goodwood); Golf: RN v Lee - on - Solent GC (Lee - on - Solent); Lawn Tennis: RN v Public Schools OB (1400) (Greenwich).
2 — Fencing: RN v Civil Service (London).
2-3 — Lawn Tennis: WRNS Inter-Group championships (USSC Portsmouth).
4 — Fencing: Inter-Service triangular (RAF venue); Fencing: WRNS Inter-Service championships.
5 — Cricket: RN v Hampshire II (Portsmouth).
6 — Cricket: U25 v Oxford Authentics (Oxford).
7 — Cycling: Track racing championships (Chepstow); Volleyball: WRNS Inter-Service tournament (HMS Nelson); Lawn Tennis: RN v Mannamead LTC (1400) (Plymouth).

8 — Lawn Tennis: RN v Torquay (1400) (Plymouth); Cycling: 50 mile RTT (Chepstow); Angling: International fishing festival (Osnabruck Germany).
9 — Cricket: RN v Oxford University (The Parks, Oxford).
11 — Angling: NAC and Open Fly Fishing (Sutton Bingham).
11-15 — Sailing: Services Offshore Regatta (Solent / Guernsey).
13 — Water Polo: RN knock-out final (HMS Caledonia).
14 — Lawn Tennis: RN v Civil Service (1200) (Greenwich).
15 — Lawn Tennis: RN v Insurance Offices (1400) (Greenwich); Rifle: RN v Kent (Bisley).
15-20 — Cycling: Circuit Races (Isle of Man).
16 — Volleyball: WRNS Inter-Service championships (RAF West Drayton).
17 — Cricket: RN v Sussex II (Portsmouth).
17-18 — Athletics: RN Championships and WRNS Inter-group (Victory Stadium).

SPORT

Ports-Med monopoly shot down

The various smallbore rifle and pistol competitions run by the Royal Naval Rifle Association during the winter have ended with three of the trophies changing hands and three being retained by the holders.

In the Inter-Command smallbore rifle match, Plymouth and Scotland were victorious for the first time since 1964 when they beat Portsmouth and Medway, winners for the last 14 years, by four points. Air Command, who last won the match in 1962, were third, 18 points behind Portsmouth. The highest individual scorer was Lieut. Tim Chittenden (H.M.S. Thunderer) with 398 out of 400.

The Gravesend Cup for the Inter-Command smallbore pistol match was won for the fifth year running by Air Command, who scored 127 points more than Portsmouth and Medway and 818 more than Plymouth and Scotland. PO J. Bradshaw (H.M.S. Seahawk) scored 554 out of 600 to win the NSRA Diamond Jubilee Bowl for the highest individual score in the match.

The team totals in both these matches were very disappointing and reflect the decline in the standard of smallbore shooting in the Navy, the winning scores being the lowest achieved under the present conditions.

COLLINGWOOD

The Inter-Establishment smallbore rifle and pistol knock-out competitions were both won by the holders, H.M.S. Collingwood notching their fourth shoulder-to-shoulder win in the final over H.M.S. Excellent, whom they beat by eight points, and H.M.S. Seahawk defeating H.M.S. Daedalus by two points in a repeat of last year's pistol final. Collingwood have now won the Woolwich Cup six times in the last eight years and nine times in all.

Cdr. Peter Probert won the R.N. short range championship at his tenth attempt, having been runner-up after a tie shoot in 1977. He scored 495 out of 500 to beat Sub-Lieut Leslie Martindale R.N.R. (H.M.S. Eaglet) by one point. This year for the first time R.N.R. competitors and teams were allowed to enter the individual championships and inter-establishment competitions. They held their own very well, with five of the 11 rifle finalists being reservists and H.M.S. Flying Fox and H.M.S. Sussex reaching the semi-final of the Woolwich Cup.

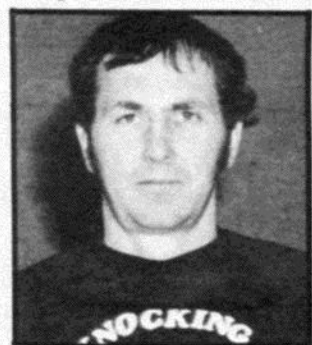
PISTOL CHAMP

The R.N. smallbore pistol champion for 1980 is CPO Ron Hopkins (H.M.S. Thunderer) who made the highest score in each stage and finished 13 points ahead of Lieut. Brian Witts (H.M.S. Excellent).

The Royal Navy were fourth in the annual friendly postal match against the Army, R.A.F., Civil Service and Police. The match was won as usual by the Civil Service who dropped 85 points out of 6,000, followed by the Army with 115 off, the Police (101 off), R.N. (163 off) and R.A.F. (194 off).

Decathlon double for Trevor

RELMN(A)2 Trevor Walhen (H.M.S. Daedalus) has achieved a remarkable double by getting into the national decathlon squad first as an athlete and now as a coach. Between 1971 and 1973 he achieved international honours as a competitor, and is now involved



TREVOR WALHEN

in coaching the current internationals when the squad gets together for week-end training the winter.

Walhen, a former Navy athletics coach, took his senior coach award in decathlon in 1978, starting off with the junior squad, and is now the Southern staff coach.

FIRST TO 50

Although now 34 and semi-retired as an athlete, he hopes to become the first athlete in Britain to complete 50 decathlons. He has done 46 so far, and hopes to complete his half century at the R.N. championships in July. Walhen has won the Navy title six times and is the current holder.

An athlete wanting advice or coaching on decathlon or weight training can contact him in H.M.S. Daedalus on extension 526.

Royals boost judo

The Royal Navy were runners-up at the Inter-Service judo championships held at CTCRM Lymington in March, beating the R.A.F. on points after the match had ended at 7-7, and losing to the champions, the Army, by nine bouts to four. The event was held at Lymington for the first time because the Royal Marines have been running the R.N. Judo Association since September.

PRESIDENT

President of the association is Major General J. F. Mottram, and the posts of chairman and secretary are held by the Deputy Commandant and Sports Officer at the Commando Training Centre.

On top of the Rock

A Royal Navy ladies squash team won the Gibraltar B League with a clean sweep of ten wins from ten matches. Only nine of the 50 games were lost.

JULY (first week)

2 — Cricket: RN v A Middlesex XI (1130) (Portsmouth).
3 — Athletics: MOD Sports (Relay) (Motspur Park).
3-4 — Athletics: RN Junior Championships (Brickfields).
6 — Cricket: RN v Devon (Mount Wise, Devonport); Cycling: Circuit Races (Lee - on - Solent).
5-6 — Golf: RN v Dunbartonshire (Cardross); Motoring: BARC Hill climb championships (Prestcott).
6 — Sailing: RN v SVYC (Sea View).
7 — Swimming: Inter Services Junior championships (HMS Raleigh).

HERE'S A CRACKING GOOD STORY . . .

Navy cooks have been egged on to what they believe could be a record-breaking effort.

When the starboard crew galley staff of the Polaris submarine H.M.S. Resolution began cracking a batch of eggs for lunch, double yolk after double yolk appeared.

By the time they had finished, no fewer than 350 double-yolk eggs had

been cracked consecutively. Now a Guinness Book of Records entry claim has been made by the crack team of POCK Lilley, LCKs McDonald and McMurdo, and CKs Herbert and Mutch. Independent observers were Lieut G. D. Noble and AB(S) Squire.

But LCK Alan Phillimore's chances of a double success have

been scotched by the Resolution's eggstraordinary achievement.

RECORD CLAIM

His record claim was made after he found that of the 100 hard-boiled eggs he cut for the main dining hall in H.M.S. Drake, 79 had double yolks.

The double egg sample of strange happenings in the galleys has an explanation. A Ministry of Agriculture spokesman told Navy News that the eggs were a phenomena of young hens which lay so fast that often two yolks "on the way down" become surrounded by one shell.

Until recently the doublers were downgraded and picked out from

the rest by a grading machine. Now they are no longer regarded as a lower grade — but the grader still segregates them. It is possible for a box of eggs to contain the double-yolk variety only, and H.M.S. Resolution's experience may be explained by the fact that each box contains 360 eggs when it leaves the producers.

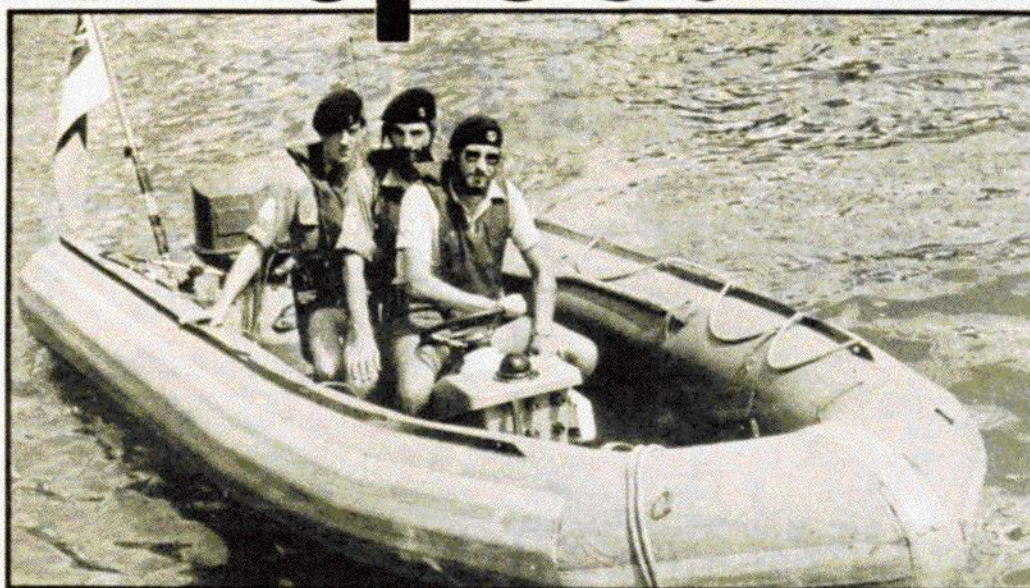
Searider in speed chase drama

Navy News first again

Continuing its run of successes in recent years, Navy News has gained a trio of awards in the 1980 contest of the British Association of Industrial Editors, including — for the first time — first place in the newspaper features class.

The winning feature, which also gains the ICI Trophy, topped a class of 63 entries and was our February 1979 centre-spread entitled "Malta — The final chapter."

The other two awards gained by Navy News in this year's BAIE competition were an award of excellence in the internal newspaper class and a certificate of merit for headlines.



Searider and crew pictured after the arrest of the speedboat. Left to right, RO Duncan Bamber, LMEM Trevor French and the coxswain, AB Bob D'arcy-Burt.

A high-speed chase by a Royal Navy Searider in Hong Kong waters ended when a speedboat driver panicked after skilful manoeuvring by the naval coxswain — and nine would-be illegal immigrants found themselves in Police custody.

It was believed the first time a speedboat had been apprehended in Hong Kong waters with its illegal immigrants still aboard.

The incident started when Sub-Lieut. Dave Kemp picked up a fast-moving target on radar while

H.M.S. Wolverton was on anti-immigrant patrol. The echo was identified and the information radioed to the Wolverton's Searider, lying in wait about half a mile away.

UNLIT SPEEDBOAT

The Searider was directed on an interception course and 15 minutes after the first contact its crew spotted the unlit speedboat.

Although travelling at 35 knots in the chase which followed, the Searider was no match for the 17ft. speedboat, but skilful manoeuvring by the coxswain (AB Bob D'arcy-Burt) brought the naval craft alongside the speedboat when its driver panicked and began making mistakes.

LEAPT ABOARD

Outnumbered by the speedboat's crew of two suspected "aiders and abettors" and nine illegal immigrants, RO Duncan Bamber and Sergeant Wong Chi-Wo, of the Royal Hong Kong Police, leapt aboard the speedboat and ordered it to stop.

Then it was towed to the Wolverton and, with the illegal immigrants, handed over to a police launch.

The other member of the Searider's crew was LMEM Trevor French.

CENTRE DELAY

Continued from Page 1

Late 1977 brought a plan to move two pre-cast concrete huts from Thorney Island, a scheme later modified to use the huts as MQ stores while the original building became the community centre. But the City of Portsmouth insisted on a new entrance to the site — and that pushed the cost too high.

So in October, 1978, came the plan to share Radex House — and the cost of renovation — with the Coastguard. A year later the "powers that be" approved the scheme in principle and schemes for the renovation work started to be devised.

FRUSTRATING

But in April this year it became known that Government spending cuts might mean deferment of the Coastguard's part of the scheme. Whether the Navy can now "go it alone," bearing in mind there is a cut in the support part of the Defence Vote, remains to be seen.

So plenty of endeavour has foundered for a variety of reasons, explicable in themselves but with a net result totally frustrating for the Eastney community and those working hard to provide naval families with better facilities.

"There are more than 400 families here and we would like things such as wives' and youth clubs, maybe a clinic, a playgroup and possibly social activities like parties," said Georgette Patterson who, with another naval wife, Cathy Davies, handed in the petition.

"We are told that everyone is working on the problem, but it would be nice to know if and when we are going to get a centre. I am sure there are plenty of wives who will be willing to help there once a centre is set up."

Up, up and away

The latest in a series of Royal Navy Polaris missile flights — part of the programme to update Britain's nuclear deterrent — has been successfully launched from Cape Canaveral.

Atlantic oarsman 'enjoying himself'

Lone oarsman PO Kenneth Kerr was reported to be "thoroughly enjoying himself" at the end of his first week at sea — despite extreme cold, a leak, and a near disastrous start to his attempt to cross the Atlantic in the smallest craft ever used.

Four hours after rowing out of St John's harbour, Newfoundland, on May 20, he was driven by wind and swell on to rocks. Rescued by fishermen, he was taken back to harbour where a hole in the stern of Bass Conqueror, his 13ft. glass fibre boat, was patched up.

LEAKING REPAIR

Next day he was off again, reporting by radio on May 24 that his hands were badly blistered and that the boat was troubled by extreme cold. He also reported that the repair to Bass Conqueror was leaking, although not seriously.

PO Kerr, an instructor in H.M.S. Dolphin, has a Clansman radio lent to him by the Navy. His signals are being picked up by a friend in Edinburgh and by the Royal Corps of Signals at Blandford, Dorset.

On May 29 he reported himself 65 miles out of St John's and bearing north to counter the southerly pull of the Labrador current. His 2,100-mile voyage to Ireland is expected to take three months.

PUTTING ON THE STYLE

It's dress right for tradition as Jack adds blue tapes and white lanyard to his modernised square rig.

When the new rig was introduced, the separate front tapes and lanyard were omitted from the jumper with the aim of simplifying the uniform, its upkeep and wear.

But experience has shown that tapes give a better front-closure, and that the appearance is enhanced if a white lanyard is worn, too.

"It is known that the Fleet would welcome a return to this 'traditional' look," says the announcement outlining progressive reintroduction of tapes and lanyard during this year.

INSTRUCTIONS

Old-style uniforms are still in evidence in the Fleet, but many young ratings, issued with the new on entry, have never worn tapes and lanyard. Detailed instructions are being issued on how to wear them and introductory arrangements.

The tape, with its fish-tail ends, is tied in a bow, while the lanyard has a running turk's head knot and forms a loop behind the tape.

Uniform provides a regular talking point and can arouse strong opinions. The modernised square rig, with its integral silk, was introduced after trials of various styles in the fleet. It also spelt the end of the famous bell-bottoms.

Speedy joins Navy

The Royal Navy's first hydrofoil, which has been on manufacturer's trials in the English Channel and Solent, is due to be accepted for naval service at a ceremony in H.M.S. Vernon on June 3.

Manufactured by Boeing Marine Systems, of Seattle, H.M.S. Speedy has had internal fitting out and navigation fit work carried out at Vosper Thornycroft's Portchester yard.

COMMISSIONING

The commissioning ceremony takes place in Vernon on June 14 and her programme for this year includes trials and operational evaluation in the fishery protection role.

The Speedy has a total ship's company of 27, of whom ten operate as a mobile support unit, and she is commanded by Lieut-Cdr. P. L. Roach.

Plessey contract

MOD orders for naval sonar equipment totalling over £50million have been placed with Plessey Marine. Initial research and development contracts totalled £10million. A contract has also been placed with Ferranti Computers for nine new operational systems, known as CACS 1.



Children get their new Dido-mobile!

For ten years H.M.S. Dido has helped the handicapped children of the Willows Home at Newton-Le-Willows, Lancs, and during deployment last year raised £2,200 for the home. The money has been used to buy a mini-bus. Many fund-raising methods were used, including a sponsored cycle ride from Singapore to Penang. The bright yellow mini-bus, complete with Dido crest, was presented to Mrs. Marion Ryder, representing the Willows, by Lieut-Cdr Ian Hughes, the ship's first lieutenant. In the picture, too, are CPO Geoff Ward, LS Jan Puddicombe, and CWEA Geoff Bowen.

Type 42s strengthened

Steel reinforcing girders are to be fitted to the Navy's Type 42 destroyers to strengthen their hulls. The work will be carried out during routine refits on existing ships, and incorporated in construction for ships still building. It is being done to increase already high safety margins.

The precautionary measure follows reports of freak waves thought to have caused loss and damage to merchant ships in recent years.